RUSS OLSON VOLUME 28A

MINNEAPOLIS NORTHFIELD & SOUTHERN RAILWAY

HISTORY & FINANCIALS

Description

The history and financials of the Minneapolis Northfield & Southern Railway including its predecessor company Pence Automobile Company and subsequent mergers with The Soo Line Company.

Sub-divisions Within This Volume

- Contents of the front pocket
- General history of the Minneapolis Northfield & Southern Railway
- MN&S Ry financial data
- MN&S Ry master list of contracts
- Minnesota History Research Center: Soo Line Railroad Collection, Minneapolis Northfield & Southern Ry.
- Contents of the back pocket

CONTENTS OF THE FRONT POCKET

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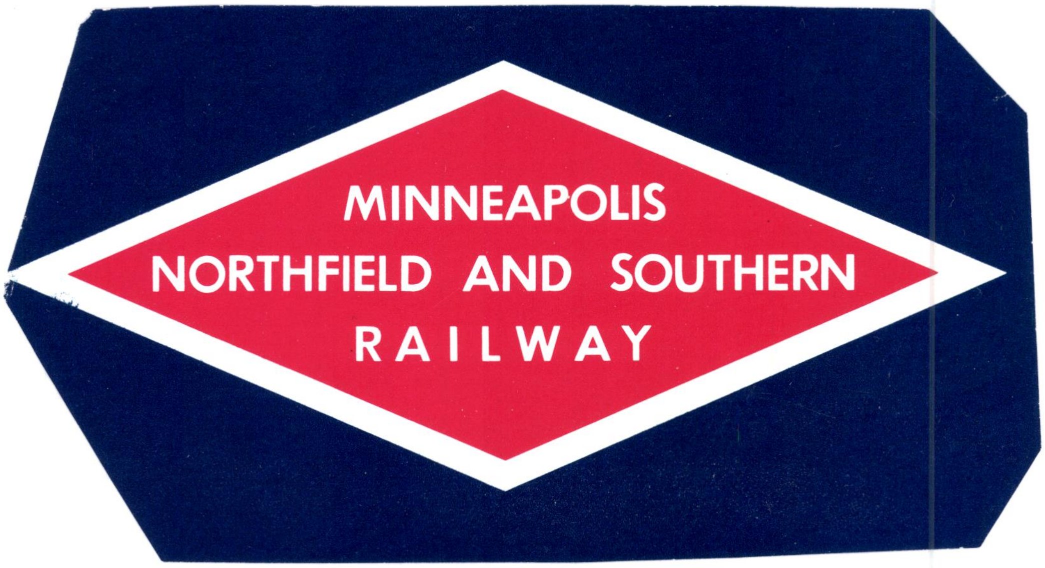
(Started with MN&S 1976,
worked thru 1987)

On July 15, 1921, the Duluth & Northern Minnesota received permission from the Interstate Commission to abandon its line. The following year, *Railway Age* for September 16 reported:

> DULUTH & NORTHERN MINNESOTA SOLD . . . This railroad extending from Knife River, Minn., to Mile post, 99.25 miles, has been sold to R. Waldron. On July 15, 1921, the Interstate Commerce Commission authorized the abandonment of the entire railroad. It is planned to use the D&NM as a nucleus for the construction of the Duluth & Ontario, which will extend from Duluth, Minn., to Fort William, Ont. (Canada), a distance of 216 miles. Mr. Waldron will be president of the new company and will be associated with a number of Duluth and Minneapolis men, among them being H. Baxter, of Minneapolis, attorney of the Duluth, Winnipeg & Pacific; M.J. Dooley, of Minneapolis, general manager of the Minneapolis, Northfield & Southern, and R.M. Hunter of Duluth and James S. Sebree of Pierre, S.D.

The Duluth & Ontario project, however, never materialized. A short time afterwards, the northern portion of the Duluth & Northern Minnesota road, including the rails on the remainder, was sold to the General Logging Company of Cloquet, Minnesota, which used this trackage to extend its line into the last remaining big timber north of Lake Superior. On May 14, 1923, Duluth & Northeastern engine No. 21, a veteran Mogul used in Panama Canal construction, left Cloquet with a train consisting of one coach and five flatcars and made its way to the end of the line at Cascade. This train and its crew began the job of taking up the steel on the branches between Cascade and mile post 69.5, at which point the main line was severed. The line between mile post 69.5 and Cascade was left intact and became part of General Logging's main line. By November 30, 1923 main line steel between mile post 69.5 and Knife River had been removed, to be later used by General Logging in constructing the portion of its line extending from the end of the Duluth & Northeastern at Hornby to mile post 69.5 on the Duluth & Northern Minnesota.

GENERAL HISTORY OF THE MINNEAPOLIS NORTHFIELD & SOUTHERN RAILWAY


MINNEAPOLIS
NORTHFIELD AND SOUTHERN
RAILWAY

MINNEAPOLIS, NORTHFIELD & SOUTHERN RAILWAY

HARRY E. PENCE, SR.
PENCE AUTOMOBILE COMPANY

Harry E. Pence, Sr., was born October 7, 1867, in Springboro, Ohio. At age 16 he entered Eastman Business College, Poughkeepsie, N.Y. After graduation he traveled for five years, covering almost every part of the world. He returned home after his travels and entered the business world. A few years later he moved to Minneapolis, becoming involved with several business enterprises, including real estate and grain trading. (His photograph is on page 459 of "Half Century of Minneapolis History" by Horace B. Hudson. 977.6579H)

A 50-ft. gasoline-powered cruise launch, ROVER, was built for him in Detroit during 1897. He made two trips to Florida in the boat, reaching Havana, Cuba, on one of them. This boat was transferred to Lake Minnetonka during 1900, one of the first gasoline-powered launches on the lake.

According to Minneapolis city directories, during 1900 he boarded at 1928 Hennepin Ave., and in 1905 resided in apartment 10 at 905 Franklin Ave. W. He established the Pence Automobile Co. in 1902 at 717-719 Hennepin Ave. which held the local and northwestern agencies for several of the large automobile manufacturing plants. Pence was president and Fred C. Malcomson secretary. As of 1908 the Pence Automobile Co. operated a general business in the sale, furnishing and repair of automobiles as well as gasoline engines. In 1908 Pence was also listed as president and treasurer of the Index Speed Indicator Co. located at 1921 Colfax Ave. S.

The Pence Automobile Co. became the northwest distributor of the Buick Motor Co. Its territory included Minnesota, North and South Dakota, and Montana. A large sales office, garage and repair shop (one of the largest in the country) was built during 1909 at 800-802-804 Hennepin Ave. Winfield R. "Win" Stephens (born 1886) was hired in 1909 as its transportation manager, working with the traffic and operating departments of the various railroads that were shipping automobiles. He previously had a variety of railroad experience as a railroad employee. At the time of his hiring Pence Automobile Co. had a train of 40 railroad cars loaded with automobiles enroute to Minneapolis from Flint, Michigan.

In 1915 Pence was listed as president of the Pence Mailing Machine Co. located at 802 Hennepin Ave. He then resided at 1820 Colfax Ave. S.

During 1915-1916 railroad box cars were in short supply because of World War I traffic demands. Win Stephens developed a method of loading automobiles onto railroad flat cars. Steel frames were used to hold and protect the autos, each of which was also covered with a cotton cover and tarpaulin. Pence Automobile Co. soon decided to purchase railroad cars to provide a private means of transportation. One-hundred ten wood-underframe gondola cars were acquired from the Wheeling & Lake Erie Railroad, Toledo, Ohio. These were rebuilt to special automobile flat cars, numbered 501-610. Two 55-car trains were set up. One-half of one car in each train included crude living quarters for one man who accompanied each train to its destination. A train would proceed to Flint empty, load automobiles, then return loaded to its territory.

By 1915-1916 Pence Automobile Co. had a large warehouse located at 8th Ave. N. and Washington Ave. N. which it had developed into a Buick automobile assembly plant. An application to the Minnesota Railroad & Warehouse Commission for the construction by the Great Northern Ry. of four spur tracks into the plant, with loading platforms for handling automobiles, was approved July 13, 1917. Parts were shipped in from various sources and production soon amounted to 75 autos per day. During 1918 General Motors Corp. decided to build a Buick assembly plant in St.Louis, Missouri. Eventually all the machinery from the Minneapolis operation was moved to St.Louis.

With the growth of railroad auto-carrying came a competitive system of shipping automobiles by lake steamships. It was reported that Pence Automobile Co. pioneered automobile transportation via water to the Duluth docks. This practice supposedly started about 1918. Automobiles were driven from Flint to the Detroit docks and loaded on ships of the Great Lakes Transit Co. The steamship route was via Lake Huron, the Soo Locks, and Lake Superior to Duluth.

It was during this time period that mortgage foreclosure proceedings involved the bankrupt Minneapolis, St.Paul, Rochester & Dubuque Electric Traction Co. Apparently Harry Pence determined that owning a railroad would help solve its transportation problems. The Pence Garage, located at 16-18 8th St. N. was only three blocks from the Electric Short Line Terminal Company's freight terminal and facilities. During April, 1918, Harry Pence headed a re-organization committee of Minneapolis and suburban businessmen soliciting subscriptions for $250,000 in capital stock to purchase the bankrupt railroad.

MINNEAPOLIS, NORTHFIELD & SOUTHERN RAILWAY

The MN&S Ry. was incorporated in South Dakota June 18, 1918, and purchased the property and equipment of the MSt.PR&DET Co. at the foreclosure auction August 6, 1918. However, MN&S Ry. Timetable #1 effective May 18, 1918, provided passenger service from the 54th St. and Nicollet Ave. terminal, Minneapolis. to Northfield.

The new company was next able to regain ownership of the line between Luce Line Junction and Auto Club Junction. Trackage rights were again obtained over the Electric Short Line Terminal Co. from Luce Line Junction to the downtown Minneapolis terminal effective November 18, 1918. MN&S Ry. Timetable #2 effective December 1, 1918, resumed passenger service from the downtown Minnepolis terminal to Northfield. A railbus provided shuttle service from Auto Club Jct. to the 54th St. and Nicollet Ave. terminal.

Harry Pence did not become involved in active management of the railroad until 1920. Apparently it was his Pence Automobile Co. that gradually acquired controlling capital stock ownership of the railroad. He moved quickly to increase the road's freight business by freight carload interchange with other railroads. The MStPR&DET Co. had established interchange with the Electric Short Line Railway at Luce Line Junction, the CStPM&O Ry. at Savage, and the Chicago Great Western Ry. at Northfield. These were retained and additional agreements negotiated and obtained.

Elected President
12-11-1920

February, 1920: Great Northern Ry.; interchange at Lyndale Junction.
July, 1921: Chicago Great Western Ry.; Northfield to Faribault with facilities. (Term 7-17-21 to 7-16-46.)
September, 1923: Chicago Great Western Ry.; use of tracks, Northfield to Randolph.
September, 1924: Great Northern Ry.; operating Cedar Lake Yard.
January, 1925: Chicago Great Western Ry.; operating agreement, Mankato Division.

On July 15, 1921, the Interstate Commerce Commission authorized entire abandonment of the Duluth & Northern Minnesota Ry. "Railway Age" magazine 9-16-1921 reported that the railroad extending from Knife River to Milepost 99.25 had been sold to R. Waldron. It was planned to use the D&NM as a nucleus for the construction of the Duluth & Ontario Railroad which would extend from Duluth, Minnesota, to Fort William, Ontario, a distance of 216 miles. Mr. Waldron was president of the new company and was associated with a number of Duluth and Minneapolis businessmen. Among them were: H. Baxter, attorney of the Duluth, Winnipeg & Pacific Ry.; M. J. Dooley, general manager of the Minneapolis, Northfield & Southern Ry.; Ronald M. Hunter, Duluth; and James S. Sebree, Pierre, S.D. This project never materialized and the nature of the MN&S Ry.'s involvement was not reported.

Pence Automobile Co. and the MN&S Ry.

As business conditions improved after the end of World War I the Pence Automobile Co. decided to establish branch agencies in North and South Dakota (Fargo, Minot, Huron, Mitchell, Sioux Falls). In each city a specific sales territory was assigned to the agency with a manager to control its operations. Pence Automobile Co., as Northwest Distributor of the Buick Motor Co., eventually owned ten branch houses involving 350 dealers.

St.Paul architect Clarence H. Johnston's commission number 2981 was for the Pence Automobile Co. at 177-187 W. 5th St., St.Paul, built during 1925-1926. The building cost, exclusive of architect's fees was $250,000. (An additional $15,000 was spent on the building during 1933. It has since been razed.)

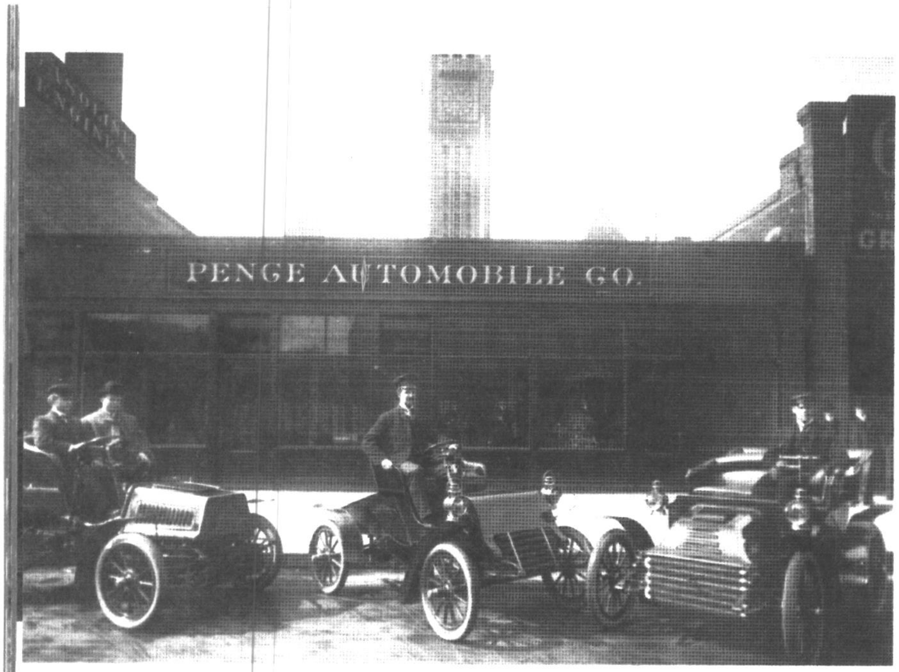
The Ford Motor Co. built an automobile assembly plant in St.Paul which opened in 1923. The main building measured 600 ft. x 1720 ft. with a capacity of 300 cars per day. The MN&S Ry. petitioned authorities to build its own line into the Ford tract; a map dated April, 1923, delineated the route. However the CMStP&P Ry. built a 4.45 mile line from Fordson Junction to the plant. The Green Bay & Western R.R. succeeded in getting a share of the Ford Motor Co. business, delivering railroad cars to the Milwaukee Road at Winona.

The Pence Automobile Co. next sought to eliminate its automobile trains having to go through the Chicago "gateway", creating a short-cut by using railroad car-ferry steamships across Lake Michigan. There were two such operations. 1) The Ann Arbor R.R. from Frankfort, Michigan, to Kewaunee, Wisc., and Menominee, Mich. Connections were made with the Gren Bay & Western R.R. at Kewaunee and the Wisconsin & Michigan R.R. at Menominee. The latter connected with the MStP&SSM Ry. (Soo Line) main line at Faithhorn Junction. The Ann Arbor car-ferries also served Manitowoc, Wisc. 2) The Chesapeake & Ohio R.R. (Pere Marquette R.R.) from Ludington, Mich., to Kewaunee and Manitowoc, Wisc. A direct connection with the Soo Line was made at Manitowoc.

The MN&S Ry. could be extended to Zumbrota (the former MStPR&DET Co. unused right-of-way was still owned), with trackage rights over the Chicago & North Western Ry. to Winona, connecting there with the Green Bay & Western R.R. Harry Pence engaged Harry Hall of the Chase Manhattan Bank, New York City, to explore the possible purchase of the GB&W R.R. as the Winona-Green Bay link in its chain to Detroit. The bank would probably finance the purchase as the GB&W was financially sound, operating at a consistent profit. The road was controlled by the Lackawanna Coal & Iron Co. (affiliated with the Delaware, Lackawanna & Western R.R.) which in turn was owned by New York investors. These investors were satisfied with their investment and refused to sell. In the 1896 re-organization of the GB&W two series of debentures had been issued and some of them were now part of several estates and could not be purchased. The matter was worked on for over a year. Rumors of a MN&S purchase persisted, linked in April, 1924, with MN&S trackage rights over the Chicago Great Western Ry. from Randolph to Winona.

This inability to purchase the GB&W R.R. presumably led to the decision to build a connection with the MStP&SSM Ry. (Soo Line). This direct connection would allow faster travel time and less delays to railroad cars of automobiles from the docks at Menominee and Manitowoc as well as eliminate going through the Minnesota Transfer Ry. yards in St.Paul. An agreement was reached in November, 1926, with the Soo Line for a connection at Crystal and trackage rights into Soo Line's Shoreham Yard. During 1927 construction of 5.93 miles of road from a connection west of Glenwood Junction (formerly Luce Line Jct.) named Soonor, to the Soo Line at Crystal was completed at a cost of $469,358.93.

Additional interchange and trackage agreements were arranged.
November, 1928: Northern Pacific Ry.; joint facility at Northtown Yard.
February, 1929: CMStP&P R.R.; trackage rental at Northfield.
October, 1929: CMStP&P R.R.; interchange tracks at Northfield.

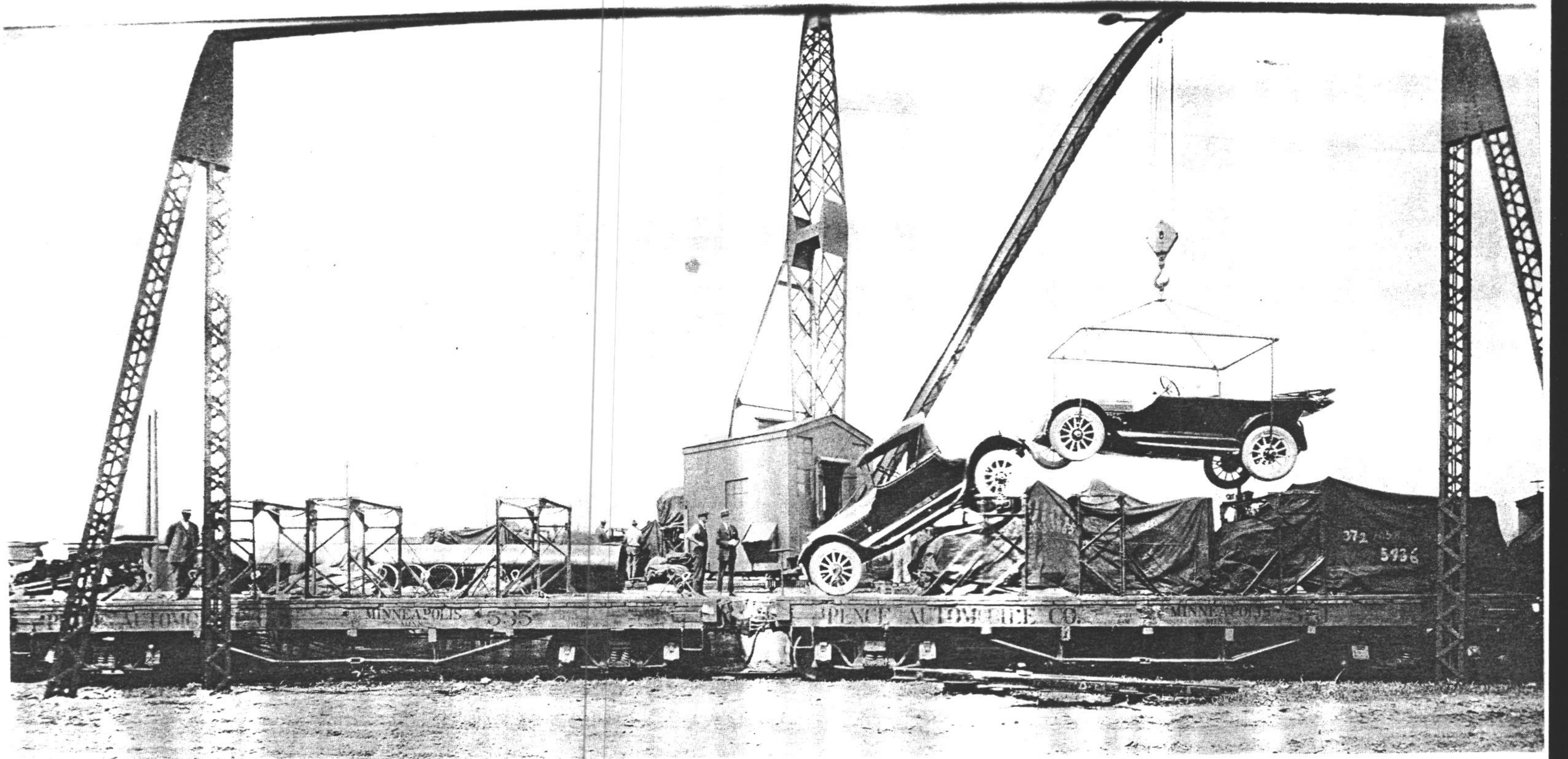


The latest models displayed at the Pence automobile dealership in Minneapolis, about 1903

Minneapolis Journal
February 18, 1912

Forty page supplement celebrating the Annual Automobile Show to be held at the Armory and Auditorium. Open for seven days, morning, afternoon and evening, featuring band concerts, vocalists, and "features without number". Focus was on 74 makes of automobiles and trucks on display.

Pence Automobile Company alone paid freight bills of $212,000 to bring 200 railroad cars (four 50-car special trains) of Buick automobiles for the show. The CRI&P and CStPM&O railroads shared in the delivery. Shipped from Lansing, Michigan.



Win initiated new method of transporting automobiles.

November, 1930: CMStP&P R.R.; construction of interchange track at St.Louis Park.

Harry Pence Quits the Automobile Business

During 1928 General Motors Corp. decided to abolish the distributor system, replacing it with a zone system. GMC would take over the distribution of autos through dealer agencies selected and supervised by GMC. This meant that companies which had served as distributors to various retail dealers throughout the territory now simply became dealers themselves or went out of business. As a result of the new GMC policy all the sub-agencies controlled by the Pence Automobile Co. were disposed of between 1928 and the summer of 1930. Buick Motor Co. assured Harry Pence he could continue his franchise as a dealer.

The financial depression of 1929-1930 resulted in automobile sales falling off rapidly. Business conditions were discouraging and getting worse. Harry Pence reluctantly decided to quit the automobile business. Buick Motor Div. of General Motors Corp. took a ten-year lease on the warehouse at 8th Ave. N. and Washington Ave. N. The main building at 8th St. and Hennepin Ave. was rented to the Minneapolis Gas Light Co. Win Stephens took over the Minneapolis Buick sales agency in 1930 as W.R. Stephens Co., leasing the other Pence property, including the Pence garage, at 8th and Hennepin.

Harry Pence, Sr., died in 1931.

MN&S Ry. Becomes a Highly Successful "Bridge Traffic" Carrier

Excerpts from an article by William Middleton in the June, 1959, issue of "Trains" magazine perhaps best summarize what MN&S management accomplished.

"The MN&S' enviable financial positions came about through effective management of 'rates and divisions'. In railroading it is a rule of thumb that a carrier participating in the movement of a freight shipment receives a division of the revenue proportionate to the distance over which it moved the shipment. It is a rule with perhaps more exceptions than agreements. In the case of a short line which originates a freight shipment the division is quite commonly much greater than the distance which the line carries it would indicate. This is particulary true of the MN&S which has made the most of this lucrative situation by intensively and successfully promoting commercial and industrial development along its line (nearly 9,000 carloads in 1957)."

"But most of MN&S traffic, over 70% of the 81,850 carloads in 1957, goes ~~udner~~ under the heading of 'overhead' or 'bridge' traffic, which is originated and terminated on other carriers, and on which MN&S also has some advantageous divisions. In the days when Col. Savage was shipping his feed all over the country, other railroads became interested in handling a share of the carload traffic, and two of the western lines, CGW and CStPM&O, bid for the business. The result was that the CGW outbid the CStPM&O and secured the traffic which at that time moved via Northfield, and later via Randolph. Later, in 1928, the CRI&P became anxious to participate in this traffic, and agreed to handle it on the same basis as the CGW via Northfield."

"Some of the line's connections were never particularly happy about the state of affairs. In 1938 the Western Trunk Line Committee decided to eliminate the MN&S from participation in overhead traffic by canceling all through rates involving the line as a bridge route after August 1, 1938. The move, which also included five Midwestern interurban lines, would have all but wiped out the MN&S. The CRI&P and CGW, both of which lost out on traffic routed over the MN&S instead of their own lines, were the leading proponents of the move, charging that the MN&S, among other things, was receiving excessive divisions. Loud protests (more than 800) from shippers, the Minnesota Railroad & Warehouse Commission, labor organizations, as well as the MN&S, greeted the move, and the case landed before the Interstate Commerce Commission, which ruled in favor of the MN&S."

"None of the substantial overhead traffic which rolls over the MN&S has to go that way. That so much of it does is simply a tribute to the sort of service MN&S has to offer, and to its large and persuasive sales force. Without the MN&S to function as belt line around Minneapolis, all through freight shipments moving among carriers to the south, west and north of the city would have to be funneled through the Twin Cities terminal yards, a necessarily time-consuming process. By providing close connections and frequent service, the MN&S can move a car around instead of through the Twin Cities, and can often save as much as a day or more in the process."

"Because it was more prosperous than its neighbors, the MN&S was not always regarded with affection. Because of such matters and because it stock is almost entirely held by a single estate and is not for sale, the MN&S regarded its affairs as no one's business but its own. It established a reputation for corporate reticence which was perhaps unmatched anywhere in the industry."

1978-1979 RE-ORGANIZATION

The Minneapolis, Northfield & Southern Ry. Inc. was incorporated September 13, 1978, in Minnesota to acquire the existing line of railroad owned by the Minneapolis, Northfield & Southern Railway, the South Dakota corporation. The purpose was to segregate the railroad properties and operations in a separate new corporation in order that the railroad operations and properties would not become subject to claims of creditors arising out of non-railroad operations. The South Dakota corporation owned significant undeveloped real estate which it proposed to develop by the building of warehouses and other buildings. The South Dakota corporation was to retain $1.9 million of cash and investments for use as equity money for these developments, which it was expected would also involve incurring several million dollars of mortgage indebtedness. It was considered desirable that the railroad properties which were free of any funded debt not become contingently liable on any debts arising out of non-railroad operations.

The Minnesota corporation was to issue 20,000 shares of common stock of $100 par value to the South Dakota corporation, Class III railroad #135100, in exchange for the transfer of all its railroad assets, subject to all of its railroad liabilities. The net book value of the assets and liabilities acquired in exchange for the $2 million par value of common stock was $8,035,141 as of December 31, 1977. $2 million was to be credited to capital stock and the balance to paid-in surplus.

The South Dakota corporation was to change its name to Glen Valley Realty Inc. immediately after the transfer of its railroad assets subject to its railroad liabilities.

The Interstate Commerce Commission decided in favor of the applicant March 16, 1979, with a service date of April 4, 1979, with the first fiscal year ending November 30, 1979.

DECLINE AND MERGER

The proposed merger of the CGW into the C&NW in 1965 resulted in an agreement between the C&NW and the MN&S dated May 5, 1965. C&NW was to maintain all existing routes, junctions, traffic handling, etc. C&NW was to continue present traffic and operating relationships existing between the CGW and all lines connecting with their tracks. C&NW was to establish an additional routing and interchange via Savage, Minnesota, following the merger: traffic to, from, or via Kansas City, Council Bluffs and Omaha then available to MN&S in connection with the CGW at Randolph. The actual merger took effect July 1, 1968.

The Great Northern Ry.-Northern Pacific Ry.-Chicago Burlington & Quincy Ry.-Spokane Portland & Seattle Ry. were merged into a new corporation, Burlington Northern Inc., March 2, 1970. Subsequent construction of large new electronic classification yards by the Burlington Northern at Northtown and Milwaukee Road at Pigs Eye allowed eventual elimination of the Minnesota Transfer Ry. bottleneck. This enabled straight-through Minneapolis-St.Paul routings, greatly diminishing MN&S' bridge traffic.

1971-1976

The extensive Milwaukee Road cutbacks of March, 1980, and the discontinuance of service by the bankrupt Chicago Rock Island & Pacific Ry. on March 31, 1980, were particular blows on the Northfield end. The C&NW subsequently took over operation of the CRI&P "spine line" from St.Paul through Northfield to Kansas City thus eliminating the MN&S' running to Randolph for C&NW/ex-CGW traffic. The ex-CGW line from Randolph to Oelwein, Iowa, was a money-loser from 1976 for the C&NW which received I.C.C. permission 11-17-1981 to abandon that portion effective in 30 days. ~~Actual abandonment~~ RAIL REMOVAL took place in late 1982. LAST REVENUE TRAIN 11-16-1981, ROSEPORT TO RANDOLPH 6-19-1984 6-18-1984

The financial recession of late 1979 through 1981 and into 1982 caused traffic declines in paper, cement, brick, steel and lumber products. A sharp decline in the lumber industry of the Pacific Northwest also hurt as that traffic represeneted a large part of MN&S intermediate traffic. Truck competition severely reduced rail shipments. Other factors in the decline were the Staggers Act, deregulation of rates and routing practices, and I.C.C. policy changes.

The perspective in 1981 was that the MN&S, in view of industry trends, would have increasing difficulty maintaining its role as a bridge carrier. MN&S' position would be reduced to that of a terminal carrier serving the western and southwestern areas of Minneapolis and suburbs. The MN&S was now a weak carrier with dim prospects for continued independence in the deregulated environment. For many years the MN&S had been controlled by a family trust. The last member of the family active in management, Harry E. Pence, Jr., died in 1978. Other family members had no interest in continuing railroad operations on a deficit basis and thus desired to dispose of the railroad.

The location of the MN&S in relation to other railroads in the Minneapolis-St.Paul metropolitan area was of most advantage to the Soo Line Railroad. Thus the Soo Line entered into a purchase agreement with the MN&S on January 17, 1982. Exemption from I.C.C. consolidation approval procedures were applied for February 12, 1982. The I.C.C. approved the purchase June 2, 1982. On Friday, June 4, 1982, the Soo Line R.R. acquired all of the MN&S Ry. Inc. capital stock (20,000 shares) from Glen Valley Realty Inc. for $6 million in cash.

The stockholders of Glen Valley Realty Inc. as of April 1, 1981, were:

Fait & Company	Minneapolis (the name of the family trust)	22,899 shares
Edward Braddock	Minneapolis	60 shares
Peggy Rice Grosser	Kerrville, Texas	12 shares
Rilda Johnson	San Antonio, Texas	10 shares
Kent E. Grosser	Weslaco, Texas	1 share
Curtis S. Johnson	Fremont, Ohio	1 share
Steven R. Johnson	Blanco, Texas	1 share
Susan B. Russell	Kerrville, Texas	1 share
Joella M. Schultz	Tucson, Arizona	1 share
		22,986 shares
Treasury stock		8,739 shares
Total		31,725 shares

Dividends declared during the most recent years were:

1944-1946	$ 6 per share
1947-1964	$ 8 per share
1965-1966	$10 per share

1967-1968	$12 per share
1969-1980	$13 per share.

Terms of the Soo Line Purchase Agreement

The MN&S will continue to be operated as a separate company by the Soo Line under contract. No track will be abandoned and service will be continued on all existing segments to the extent justified by traffic volumes. No shipper will lose service. All existing MN&S routes and gateways will be maintained. The MN&S service of bypassing the congested Twin City area for intermediate traffic will be continued. MN&S shippers will have the option of longer single-system hauls for traffic moving to or from areas west, north and east of the Twin Cities. All competitive shipping alternatives will remain available on the same basis and to the same extent as presently exists. Direct interchange with the BN, C&NW and MILW will be continued. (180+ active and potential shippers are located on MN&S tracks.) The Soo Line is willing to accept the imposition of the so-called DT&I standard traffic conditions.

To achieve savings by the consolidation, employees and certain functions will be transferred to the Soo Line R.R. (1) All MN&S employees will be transferred to the Soo Line payroll and become eligible for all existing Soo Line benefit programs. Protection to all MN&S employees will be in accordance with provisions of 360ICC60 (1979), the New York Dock Ry. standards of employee protection. (2) Non-union employees will be absorbed into Soo Line's work force as appropriate to handle any increased work load created by the addition of MN&S to Soo's operations. Non-union employees will be offered a special separation pay plan prior to the time at which they would become eligible to participate in the Soo Line Funded Pension Plan. (3) Reductions in labor force will be possible. Of 81 scheduled (union) positions presently worked it is anticipated that 44 can eventually be eliminated. (Principally clerks, carmen, machinists, laborers, hostlers and dispatchers.) One train crew now operating out of Glenwood Yard would be abolished while four other crews would be re-assigned to Shoreham and/or Humboldt Yards. Clerical work would be transferred to Soo Line yard offices and headquarters accounting department in Minneapolis. (4) Glenwood Jct. shop and yard facilities will be closed and the work transferred to Shoreham Shops and Humboldt and Shoreham Yards. Freight car and roadway machine maintenance now done at Glenwood Jct. will be transferred to Shoreham or other Soo Line shops. (5) Soo Line and MN&S interchange with other rail carriers will be consolidated where feasible and where consistent with service requirements. Grain and other commodities coming from the Soo Line to the Minnesota River Terminal at Savage on the MN&S will receive more expeditious transit. (6) The eight MN&S off-line sales offices will be consolidated with Soo Line sales offices.

Subsequent Events

Operations of the MN&S were formally integrated with the Soo Line R.R. in late March, 1984. All motive power is maintained at the Shoreham Shops.

In February, 1985, the Soo Line R.R. was awarded the Milwaukee Road by the bankruptcy court.

In December, 1985, the Soo Line Corporation merged the Minneapolis Northfield & Southern Ry. Inc. and the Milwaukee Road Inc. into the Soo Line Railroad.

JUNE 1983: CNW ACQUIRED THE CRI&P ST PAUL - KANSAS CITY "SPINE LINE"

UNION PACIFIC RR ACQUIRED THE CNW APRIL 1995.

Minnesota Western Railroad
Electric Short Line Terminal Company
Harry E. Pence
December 1, 1927 thru August 1, 1935

December 10, 1927, issue of Railway Age on page 1187: "Harry E. Pence secured control of....Minnesota Western Railroad and its affiliated company Electric Short Line Terminal Company on November 30 through the purchase of the interest of W. L. Luce." The Electric Railway Journal does not mention W. L. Luce. December 17,1927: "H. E. Pence, president of the Minneapolis, Northfield & Southern Railway, Minneapolis, Minn., has secured control of the Minnesota Western and the Electric Short LIne Terminal Company." December 24, 1927: "At a special meeting on December 5th H. E. Pence was elected president of the Minnesota Western Railroad and the Electric Short Line Terminal Company. He is president of the Minneapolis, Northfield & Southern, which recently acquired control of the two other companies. W. R. Stephens was made vice-president of the two lines, E. C. Bahr secretary-treasurer of the Minnesota Wesstern and F. C. Malcomson of the Electric Short Line Terminal Company."

This was a management change rather than an ownership change. The volumes of I.C.C. Finance Decisions do not contain any references to a change in ownership of the MW RR and ESLT Co. in 1927-1928. The MN&S Ry. had issued $600,000 in mortgage bonds and $250,000 in miscellaneous obligations during 1927 to finance construction of the Soo Line extension and to retire “floating debt” from the purchase of the railroad in 1918. The I.C.C. decisions indicate these funds were entirely for MN&S Ry. capital expenditures.

Harry Pence was an astute businessman; he also used the Pence Automobile Company to make his railroad investments. The Pence Automobile Co. owned 22,899 shares of the 22,986 shares of MN&S Ry. stock outstanding. They would not have made a cash investment in the nearly insolvent Minnesota Western Railroad. This management change was probably orginated by the bondholders/stockholders of the Minnesota Western in view of their financial inability to complete construction to Montevideo together with the MN&S success in completing the connection to the Soo Line Railroad.

Referring to the lists of Officers and Directors of the Minnesota Western Railroad note the differences between 1927 and 1928. Under Officers the four "Luce" persons were replaced by eight "MN&S" persons. However under Directors nine of the "Luce" group were replaced by nine new persons of which only two (Pence and Stephens) were of the MN&S. Two new directors, not directly connected with the MN&S, were added in 1930.

Referring to the lists of Officers and Directors of the Electric Short Line Terminal Co. note the differences between 1926 and 1927. Under Officers the four "Luce" persons were replaced by eight "MN&S" persons. However under Directors, five of the "Luce" group were replaced by four new persons, three of which (Pence, Stephens, Malcomson) were of the MN&S. Charles Gluek was the lone carry-over director. Two new directors, not directly connected with the MN&S, were added in 1929.

The Minnesota Western Railroad was placed in receivership 1-25-1932 and sold under foreclosure proceedings 9-12-1932 to the Pence Automobile Company for the upset price of $100,000. The Minnesota Western Railway was incorporated 10-3-1932 and acquired the railroad from the Pence Automobile Co. in exchange for all of the MW Railway capital stock ($100,000). This is from the I.C.C. records and does not appear in the MN&S Ry. Master List of Contracts.

The MN&S Ry. Master List of Contracts, number 228, is Pence Automobile Company acquisition of the capital stock of the Electric Short Line Terminal Co. August 1,1935.

MINNEAPOLIS NORTHFIELD & SOUTHERN RY.

OFFICERS AND DIRECTORS

Minnesota Railroad & Warehouse Commission Annual Reports Biennial reports begin 1920-1921. Officers and Directors are listed only for the second year. Such listings ended with 1930-1931.

Directors

James H. Ellison	Metro Bank Bldg.,Minneapolis	12-31-18/12-31-26
W. O. Winston	801 Globe Bldg.,Minneapolis	12-31-18/12-31-26
H. A. Whittier	Northfield	12-31-18/12-31-20
R. W. Benham	N.W.Nat'l.Bank Bldg.,Minneapolis	12-31-18/12-31-22
Archer D. Walker	807 Hennepin Ave.,Minneapolis	12-31-18/12-31-31
F. T. Day	Waseca	12-31-18/12-31-26
W. F. Roche	Lakeville	12-31-18/12-31-20
C. C. Wagner	Minneapolis	12-31-18/12-31-20
J. B. Irwin	R.F.D. 4, Minneapolis	12-31-18/12-31-26
Julius Rosholt	McKnight Bldg.,Minneapolis	12-31-18
W. L. Harris	N.E. Furniture Co., Minneapolis	12-31-18/12-31-20
A. M. Sheldon	Soo Line Bldg.,Minneapolis	12-31-18
W. A. Eggleston	Security Bldg.,Minneapolis	12-31-18
Charles E. Wales	Transportation Bldg.,Minneapolis	12-31-18
Harry E. Pence, Sr.	800 Hennepin Ave.,Minneapolis	12-31-21/12-31-31
B. B. Sheffield	900 Flour Exchange,Minneapolis	12-31-21/12-31-31
E. P. Burch	1729 James Ave.S.,Minneapolis	12-31-21/12-31-31
M. J. Dooley	Lincoln Bank Bldg.,Minneapolis	12-31-19/12-31-30
C. M. Stowell	Western&Lyndale Ave.,Minneapolis	12-31-21/12-31-31
W. E. Nelson	Minneapolis	12-31-23/12-31-30
G. C. Wright	Minneapolis	12-31-27/12-31-31
F. C. Malcolmson	Minneapolis	12-31-27/12-31-31
G. Walker	Minneapolis	12-31-27/12-31-28
W. R. Stephens	Minneapolis	12-31-27/12-31-31
J. K. Swanson	Minneapolis	12-31-29/12-31-31
F. E. McNalley	Minneapolis	12-31-31
M. J. Foster	Wenatchee, Washington	12-31-31

Officers

James H. Ellison	President	12-31-18/12-31-19
	Vice President	12-31-21/12-31-26
H. A. Whittier	1st Vice President	12-31-18/12-31-19
	General Manager	12-31-18/12-31-20
R. W. Benham	Secretary	12-31-18/12-31-22
W. O. Winston	Treasurer	12-31-18/12-31-26
H. P. Roberts	General Counsel	12-31-18/12-31-20
E. Graham	General Auditor (3AN & 2AN,Mpls.)	12-31-18/12-31-20
M. J. Dooley	General Superintendent	12-31-19
	General Manager (Lincoln Bank Bldg)	12-31-21/12-31-30
W. H. Krumplemann	Mechanical Supt. (60th&Blaisdell)	12-31-19/12-31-31
Harry E. Pence, Sr.	President	12-31-21/12-31-31
	General Manager	12-31-31
Archer D. Walker	1st Vice President	12-31-21/12-31-31

W. R. Stephens	Vice President	12-31-29/12-31-31
	Secretary	12-31-23/12-31-28
J. D. Osborn	Secretary	12-31-29/12-31-31
F. C. Malcolmson	Treasurer	12-31-27/12-31-31
John Junell	General Counsel (Soo Line Bldg)	12-31-21/12-31-31
W. B. Granger	General Auditor (Lincoln Bank Bldg)	12-31-21/12-31-31
P. H. Smith	General Superintendent (" " ")	12-31-25/12-31-31
R. C. Smith	Chief Engineer (Lincoln Bank Bldg)	12-31-27/12-31-30
G. C. Wright	Traffic Manager (" " ")	12-31-25/12-31-31

MANAGEMENT
1931-1981

The Pocket List of Railroad Officials
Third Quarter 1931

Minneapolis Northfield & Southern Ry.
Pence Building, Minneapolis

A. D. Walker	Vice President
J. D. Osborn	Secretary
F. C. Malcolmson	Treasurer

For other officials see Minnesota Western R.R.

Minnesota Western R.R.
Pence Building, Minneapolis

H. E. Pence	President
W. R. Stephens	Vice President
F. C. Bahr	Secretary and Treasurer
G. L. Martin	General Attorney
W. B. Granger	General Auditor
G. C. Wright	Traffic Manager
M. J. Dooley	General Manager
P. H. Smith	Superintendent
W. H. Krumplemann	Superintendent Motive Power

The Official Guide
October 1944

MN&S Ry. only:

W. R. Stephens	Chairman of the Board
A. D. Walker	Vice President
H. E. Pence, Jr.	Vice President
G. L. Martin	Secretary, Treasurer and General Attorney

MW Ry. only:

C. E. Hegman	Vice President and Treasurer
A. G. Egermayer	Secretary

Common to both:

George C. Wright	President
J. R. Bradley	General Manager
S. J. Foster	Superintendent
W. B. Granger	General Auditor
W. H. Krumplemann	Superintendent Motive Power
F. V. Mayhew	Chief Engineer

The Pocket List of Railroad Officials
Second Quarter 1955

MN&S Ry. only:
Northwest Federal Bldg., Minneapolis

W. R. Stephens	Chairman of the Board

MW Ry. only:
Northwest Federal Bldg., Minneapolis:

C. E. Hegman	Vice President and Treasurer
A. G. Egermayer	Secretary

Common to both:

G. C. Wright	President
H. E. Pence, Jr.	Vice President
O. D. Nelson	Executive Vice President
E. J. Sexton	Vice President-Traffic
I. W. McPherson	Vice President and General Manager
G. L. Martin	Secretary, Treasurer and General Counsel
D. C. Weldon	Superintendent
W. A. Hatzfield	Superintendent Motive Power
M. A. Nelson	Chief Engineer

(B.N. Howery was Assistant Superintendent at Oelwein, Iowa, for the Chicago Great Western Ry. at this time.)

Moody's Manuals
1973-1981

Officers

President		
	Harry E. Pence, Jr.	1973-1976
President and Chief Executive Officer		
	David J. Boyer	1977-1981
Executive Vice President		
	David J. Boyer	1973-1976
Secretary-Treasurer		
	Ronald A. Nelson	1973-1981
Vice President and General Manager		
	B. N. Howery	1973-1979
	G. A. Gillette	1980-1981
Vice President-Traffic		
	Dale H. Reubish	1973-1981

Directors

Harry E. Pence, Jr.	1973-1978	(Chairman)	
William L. Waldron	1973-1981	(Chairman 1978-1981)	(*)
David J. Boyer	1973-1981		(*)
Paul Christopherson	1973-1981	(Note 1)	(*)
J. Burns Allen	1973-1975	(Note 2)	
Malcolm G. Pfunder	1976-1981		(*)
J. C. Harris	1973-1981		(*)

M. C. Carlson	1973-1978
C. L. Koch	1973-1978 (Aberdeen S.D.)

(*) The 1979 re-organization reduced the Board of Directors from seven to five members. These were the five members.

Note 1. MN&S Legal Counsel; an attorney with Faegre & Benson, Minneapolis.

Note 2. A Vice President of Northwestern National Bank of Minneapolis in 1944.

Minneapolis Morning Tribune (1909-1922); Nov 17, 1918;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

'Northfield Southern' Opens City Terminal

Quick Freight Service Will Operate From Seventh Street Beginning Tomorrow.

Passenger Trains to Begin Using Downtown Station Next Week.

Freight trains on the Minneapolis, Northfield and Southern railway, formerly the "Dan Patch" line, will start operating tomorrow out of the Electric Terminal station, Seventh street and Second avenue north. A week from tomorrow a regular passenger schedule will be inaugurated.

A contract between the "Northfield Southern," and the Electric Short Line railway, known as the Luce lines, was closed yesterday. The agreement gives the "Northfield Southern" a right of way over the Luce line tracks from the Luce line junction to the Seventh street terminal.

With the operation of these trains right into the wholesale center of the city a vast amount of trade territory lying between Minneapolis and Northfield, not otherwise served by railroad, will be opened up. Merchants say this area of farming and dairy lands will furnish an immense amount of business to the city.

Speedy Service Arranged.

Freight delivered at the Seventh street station by 5 p. m. of each day will reach merchants at various points along the route the following morning. The freight train will leave the terminal at 4 a. m., arriving at Northfield at 7 a. m. the same morning.

Arrangements are being made for the connection of this daily freight service with other service at Faribault so that the Northfield Southern can serve a large portion of the southern part of the state. The northbound freight will leave Northfield at 9:45 a. m. and will pick up milk shipments, and other consignments destined for Minneapolis.

The Electric Terminal station was abandoned by the Dan Patch in July, 1916, after the road had gone into bankruptcy. This withdrawal left the railroad without any entrance into the city. Meantime passenger trains have been running to Fifty-fourth street and Nicollet avenue, at the outskirts of the city. Freight business, owing to the poor location of this terminal, had virtually been given up.

Use of the Electric Terminal station will also open up a large territory southwest of the city, including St. Louis Park, Brookside and Edina, and also all territory between the city and Auto Club junction, near the Minnesota river. There is 17 miles of territory between the Minnesota river and the Seventh street terminal through which the Northfield Southern passes and which has had almost no service for more than two years.

Such points as Oxboro Heath on the spur between Fifty-fourth street and Auto Club junction will be served by freight trains out of the Seventh street terminal.

The Electric terminal station was built by the Dan Patch road, and trains first began operating from there in 1915. The company then sold half interest in the station to the Luce line which operates to Hutchinson. When the Dan Patch faced financial embarrassment the road was forced to give up the downtown station and to abandon the 17 miles of trackage from Auto Club junction to the downtown terminal.

Old Name Is Abandoned.

Among the important stations between Minneapolis and Northfield, are St. Louis Park, Orchard Lake, Orchard Garden Auto club and Lakeville.

Because it is believed Minneapolis desires to forget all the trouble and litigation which is associated with the name "Dan Patch" railroad, the company plans to abandon the use of this term and call the road the "Northfield Southern."

Officers of the "Northfield Southern," are James H. Ellison, president; H. A. Whittier, vice president and general manager; W. O. Winston, treasurer; L. L. Dodge, assistant treasurer; R. H. Benham, secretary, and H. P. Roberts, counsel.

M. J. Dooley, former general superintendent of the Minnesota Transfer company and a railroad man of 40 years' experience who was recently chosen superintendent of the "Northfield Southern," says it will be but a short time until thoroughly reliable passenger and freight service direct to heart of the city will be established.

"When the Dan Patch property was purchased by the Minneapolis citizens, there was need of extensive repairs," he said. "The physical property of the road has been put in good shape. A new locomotive and equipment have been purchased, and from now on the company will endeavor to give first class service in every way."

Officers of the Twin City Milk Producers' association, an organization which sells most of the milk used in Minneapolis, say the opening again of the Seventh street station to the road will facilitate the handling of milk to the city.

Operation of the milk trains into the downtown section will insure against milk famines such as Minneapolis experienced during the severe snowstorms in the past two winters, they say. In the winter of 1916-1917 producers of milk who sold in Minneapolis had no way of getting their product to the city promptly when there were heavy snowstorms.

Minneapolis Morning Tribune (1909-1922); Dec 12, 1920;
ProQuest Historical Newspapers Minneapolis Tribune (1867-192
pg. B3

'Dan Patch' Line to Be Improved, Pence Declares

Eventual Electrification Forecast By Newly Elected President.

Eventual electrification of the Minneapolis, Northfield & Southern railroad, popularly known as the "Dan Patch" line, was forecast by Harry E. Pence, president of the Pence Automobile company, after his election as president of the railroad at a meeting of the board of directors yesterday.

"There are sufficient waterfalls, adjacent to the line to furnish power to electrify the line," explained Mr. Pence. "This means of motive power should be much more economical than steam power."

Mr. Pence was elected president of the line to succeed James H. Ellison, who retired as active head to become chairman of the board of directors. W. R. Stevens, former chief clerk in the freight department of the Chicago & Northwestern railroad, was made assistant to the president.

"We expect to make a real railroad of the Dan Patch line," said Mr. Pence. "At present time, new equipment will be added and the service improved. We have two locomotives, and other equipment recently purchased, now en route to Minneapolis."

The "Dan Patch line' was established about 13 years ago by M. W. Savage, owner of the great racing horse, who also was interested in the dairying industry. He built the line from Minneapolis to Northfield through a rich dairy country, the line passing through Savage, Minn., seat of the Savage industries.

After Mr. Savage's death, the road suffered reverses, and an attempt was made to scrap the property. Minneapolis business men, headed by Mr. Ellison, C. O. Winston, and Mr. Pence, came to the rescue, and advanced sufficient money to keep the line operating.

Probability that the line will be extended to Faribault, Minn., next year was indicated by Mr. Pence yesterday.

Minneapolis Morning Tribune (1909-1922); Jun 19, 1921;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. A2

M. N. & S. Road Fills Unique Trade Post Says President Pence

Line Is Held Important Factor in Handling Produce—New Business Sought.

Growing importance of the Minneapolis, Northfield & Southern railroad, formerly the Dan Patch Line as a carrier of produce into Minneapolis from rich territory tributary to that line to the south of Minneapolis was emphasized by President Harry E. Pence in a trip over the line.

Mr. Pence said that the short line was rapidly building up a short haul freight business although future efforts of the management would be to secure long hauls.

"We are now carrying into Minneapolis more than 1,000 cans of mily and cream daily," Mr. Pence said. "There is a special milk car each morning into Minneapolis and it is loaded to capacity every day. Empty cans are returned in the evening of each day.

"The short line is rapidly developing into a carrier of produce into Minneapolis. More garden truck is being raised along the line each year and growers are constantly increasing their produce shipments for Minneapolis trade as their acreage increases.

"The line is equally as valuable to Minneapolis because of the facilities offered for quick shipment of merchandise to points along the line. In this respect, the Minneapolis, Northfield & Southern has a distinct advantage over the large carriers as it has its own freight terminal and switching delays are eliminated.

"While the short haul business has been growing steadily, directors of the road have been bending their efforts towards building up of a long haul business and to this end it is expected that the contemplated extension of train service to Faribault and also to Robbinsdale will be of a distinct advantage."

Mr. Pence said that the property of the company had been greatly improved this year and that running time to Northfield already had been reduced because of the improvement in the roadbed and predicted a still further reduction with completion of the work. Improvements in the system this year, Mr. Pence said probably would amount to more than $600,000, of which about $400,000 already has been spent. This amount includes new locomotives, rolling stock and materials as well as cost of installation.

509—Minneapolis, Northfield & Southern Ry.—Office, 7th St. & 3rd Ave., No. Minneapolis. (Formerly Minneapolis, St. Paul, Rochester & Dubuque Elec. Trac. Co.) (Connects Minneapolis, St. Louis Park, Savage, Lakeville, Eureka Center, Northfield and intermediate points.)

Pres. Jas. H. Ellison ....Minneapolis
V. Pres. H. A. Whittier.......Northfield
Sec. R. H. Benham..........Minneapolis
Treas. W. O. Winston....... "
Andr. E. Graham............. "
Gen. Mgr. M. J. Dooley..... "
M. M.,
W. H. Krumplemann..... "
Roadmaster
E. L. Norton ....Northfield

Repair shops at 60th St. & Nicollet Ave. 60 miles: 4-8½ g; 4 mo. pass., 2 trail pass., and 16 other cars. 5-1920 ★50

1910 Mpls City Directory

Pence Automobile Company
Pres & Treas. Harry E. Pence
Secretary F. C. Malcolmson

Minneapolis Morning Tribune (1909-1922); Jul 15, 1921;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1
pg. 11

Minneapolis Men Make Tour of Friendship

Junket to Faribault Celebrates Inauguration of M., N. & S. Service.

Most of Small Grains Found Harvested—Outlook for Corn Crop Excellent.

It was a trail of happy and prosperous communities that Minneapolis business men visited yesterday in their journey to Faribault over the Minneapolis, Northfield & Southern line. Although shrinkage has been felt in dairy receipts, farmers have most of their small grain harvested, and it is of good yield. The business men of the communities are elated over the outlook for the ensuing year.

The junket of Minneapolis business men, 160 of them making the trip, was to celebrate the inauguration Sunday of through-train service on the Minneapolis, Northfield & Southern line to Faribault. Not only will the short line introduce a reduced passenger rate, but there will be four passenger trains each way daily, with two freight trains each way daily, one local and one a through train.

The junketers observed that of the small grain crops, oats was the only one that failed to come up to expectations of a few weeks ago. Recent wind storms flattened a large percentage of the oats acreage, which cannot be harvested.

Corn Outlook Good.

The condition of corn along the entire line from Minneapolis to Faribault was excellent, and the outlook for a high yield never was better at this time of the year.

At Northfield, the Minneapolis visitors were welcomed by Mayor C. E. Bork, and in response to his remarks, Henry V. Bruchholz of the Minneapolis Trust company, spoke for the Minneapolis delegation.

A monster welcome celebration had been planned for the Minneapolis tourists at Faribault, and there were hundreds of people in the retail business district when the delegation, headed by the 151st Field Artillery band, marched through the streets from the Great Western station. The band gave a concert and the visitors were conducted about the city on sightseeing trips in automobiles.

The women of Faribault served dinner to the travelers in the armory at 6:30 p. m. There were several brief addresses following the dinner. Mayor Thomas Quinn welcomed the Minneapolis Civic & Commerce association members to Faribault, and J. H. Ellison, vice president of the association and chairman of the board of directors of the Minneapolis, Northfield & Southern, responded in behalf of the Minneapolis contingent.

O. H. Schroeder, president of the Farmers & Merchants bank of Faribault; H. E. Patterson, a Faribault merchant, and H. E. Pence, president of the Minneapolis, Northfield & Southern, spoke.

Mr. Pence outlined the possible benefits to be derived by Minneapolis and Faribault from the extension of service of the Minneapolis, Northfield & Southern, and urged the business men of Faribault to support the railroad in its efforts to make its proposed service pay sufficient returns to make it possible for continuation.

Good Service Assured.

He said that the freight service would be second to none, and that the passenger service would be better than traveling in automobiles over paved roads.

In speaking of the efforts of the officials of the short line to make it worthy of patronage, and create new business, Mr. Pence said that the name of the line would be changed at the next meeting of the board of directors to the Minneapolis Southern and that the line thereafter would be popularly known as the "Southern."

Stops were made at Lakeville, Dundas, Northfield and Faribault, residents of each community turning out in great throngs to greet the Minneapolis delegation on its friendship tour.

Minneapolis Morning Tribune (1909-1922); Feb 18, 1922;
ProQuest Historical Newspapers Minneapolis Tribune (1867
pg. 22

New Rail Route Cuts Shipping Time to Orient

Freight Carried By Northfield and Southern Gains Five Days.

New fast time records for the transcontinental movement of freight for exports to China and Japan and the Far East have just been established by the railroads in routing shipments over the Minneapolis, Northfield & Southern railway, officials of the company disclosed yesterday.

Five days' time has been clipped off previous records on special shipments by bringing the goods over the Chicago, Great Western railroad to Faribault, thence to Minneapolis over the Northfield Southern which delivers cars direct to the Great Northern transcontinental line, without the necessity of transferring the cars at the Minnesota Transfer or bringing them into congested yards at the Minneapolis terminals.

Lessens Shipping Costs.

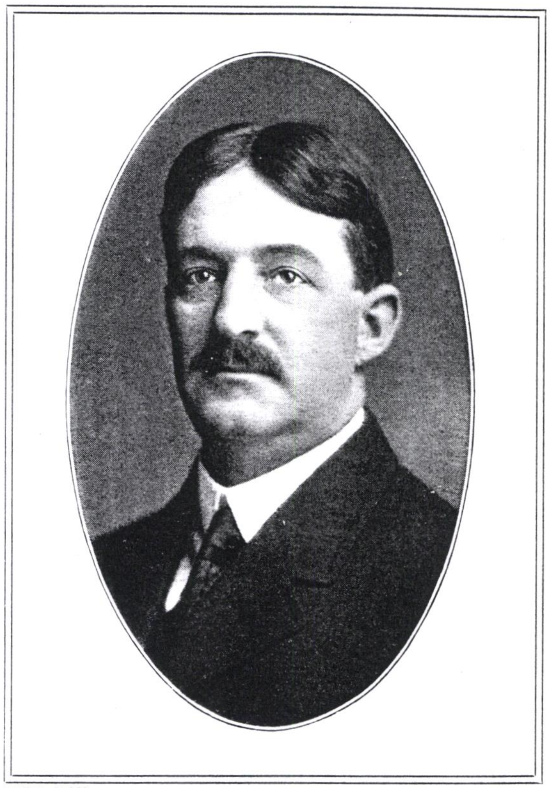
With steamers waiting at Seattle for goods, the matter of a few days saving in time has greatly lessened shipping costs for many of the Eastern automobile manufacturers and exporters who are routing car loan freight shipments over this route. The new route was made possible by the leasing a few months ago of the Great Western line between Faribault and Northfield by the Minneapolis, Northfield & Southern railroad

"From 30 to 40 cars of freight are being brought into Minneapolis from Faribault and Northfield daily," Harry E. Pence, president of the Northfield & Southern, said yesterday. For the first two weeks in February, the passenger income shows an increase of 55 per cent over the figures for the same period in 1921, while the freight income shows an increase of 24 per cent. The total increase in this period, covering passenger fares, freight and express revenue, amounts to 24 per cent.

Rate Cut Boosts Income.

Last year the railroad reduced its passenger rates from 3.6 cents a mile to 2.5 cents a mile. This was the only railroad operating within Minnesota which made a reduction in passenger rates. The revision in passenger tariffs resulted in a 50 per cent increase in the passenger earnings for the last half of 1921. Total passenger earnings from July 1 to December 31, 1921, amounted to $193,392.51, as compared with $135,950.59 for the last half of 1920.

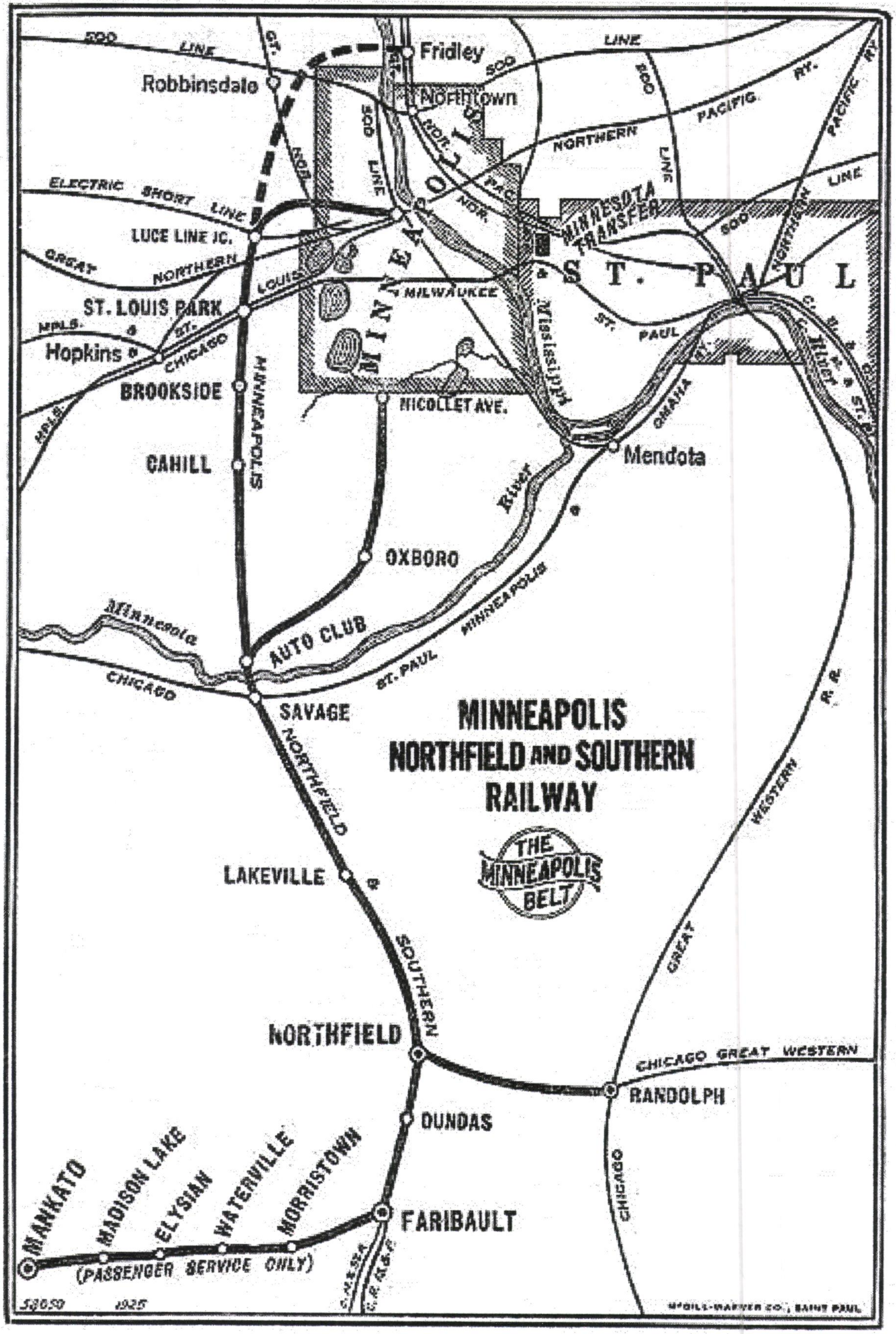
"With the railroads having added additional equipment in the way of cars and locomotives, this carrier is serving as a belt line for the City of Minneapolis, and is able to handle freight in large quantities and at the same time avoid congestion," Mr. Pence said.



SWEET, PHOTO

HARRY E. PENCE.

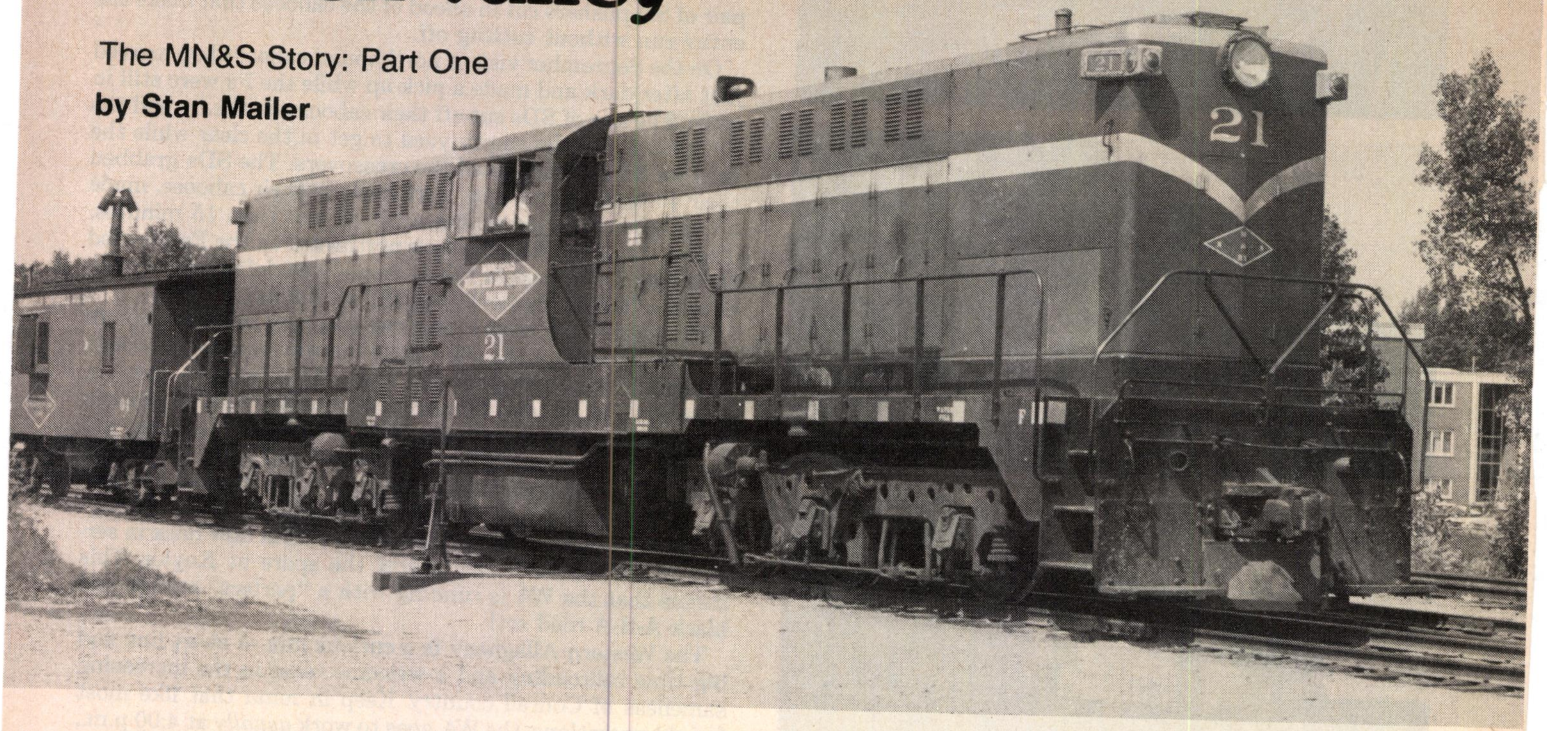
PENCE, Harry E., president and general manager of the Pence Automobile Company, was born on October 7, 1867, in the state of Ohio, at the town of Springboro. His father, Charles N. Pence, was a farmer in the vicinity of Springboro, and his son spent his early life on the farm and began his education in the public schools. He remained in Ohio until eighteen years of age, when he went to New York state, and entered the Eastman Business College at Poughkeepsie, taking a course to prepare himself for a commercial life. Then for five years Mr. Pence spent his whole time in travel and in the course of his tours visited almost every part of the world, thus gaining a practical knowledge of the different countries such as few possess. Upon his return to this country Mr. Pence engaged in business, and after a few years came to Minneapolis and has since made this city his home. He has been connected with several business enterprises here—for a time traded in real estate, for two years was a member of the Chamber of Commerce and dealt extensively in grains, and during the last five years has been in the automobile business. In 1902 Mr. Pence established the Pence Automobile Company of which he has been from the beginning president and general manager. This company has the local and northwestern agencies for several of the large automobile manufacturing plants, and does a general business in the sale, furnishing and repairing of automobiles. They also handle gas engines. Mr. Pence is a member of the Minneapolis Automobile Club, and is a trustee of that organization. On February 9, 1898, he was married to Miss Dorothy Draper and they have one child, a daughter.


MINNEAPOLIS
NORTHFIELD AND SOUTHERN
RAILWAY
THE MINNEAPOLIS BELT
Fridley
Robbinsdale
Northtown
LUCE LINE JC.
ST. LOUIS PARK
Hopkins
BROOKSIDE
CAHILL
NICOLLET AVE.
OXBORO
AUTO CLUB
SAVAGE
LAKEVILLE
NORTHFIELD
DUNDAS
FARIBAULT
RANDOLPH
Mendota
MANKATO
MADISON LAKE
ELYSIAN
WATERVILLE
MORRISTOWN
(PASSENGER SERVICE ONLY)
MINNEAPOLIS
ST. PAUL
MINNESOTA TRANSFER
SOO LINE
GT. NOR.
NOR. PAC.
NORTHERN PACIFIC RY.
ELECTRIC SHORT LINE
GREAT NORTHERN
MPLS. & ST. LOUIS
CHICAGO MILWAUKEE & ST. PAUL
C. B. & Q.
C. M. & ST. P.
OMAHA
MINNEAPOLIS NORTHFIELD & SOUTHERN
CHICAGO GREAT WESTERN R.R.
Mississippi River
Minnesota
C.M.& St.P.
C.R.I.&P.
58030
1925
McGILL-WARNER CO., SAINT PAUL

The Blue Dragon of Golden Valley

The MN&S Story: Part One

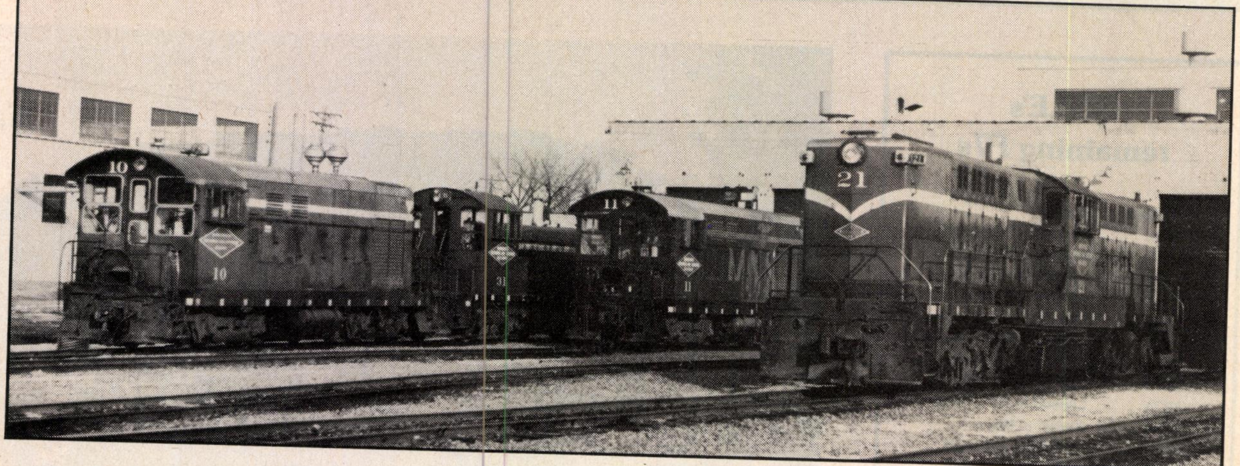
by Stan Mailer



Where were you on August 22, 1974? Whatever you were engaged in that day, no doubt it was the usual humid, uncomfortable dog day; you may have been hunched over a favored lens, freezing an historical moment in a shrinking railroad world. Take the hunted Baldwin, for example: In Minnesota, where once there were many and now few, you could have seen the last moments of life granted the Blue Dragon of Golden Valley. It was on that day that the Blue Dragon, alias No. 21 of Minneapolis, Northfield & Southern Railway, ceased its "fearless roar,"—a double-engined roar. No. 21, the nation's last common carrier Baldwin transfer locomotive, came to an end, succumbing more to progress than to any specific ailment.

Standing just inside the ample, well-designed locomotive shop of the MN&S Glenwood Junction—which is located in the Minneapolis suburb of Golden Valley—on the last day and hearing No. 21 come to life, you might have thought a bit about the marvelous, extinct dragon who simply melted away before the onrush of time and progress. There were some whose crafts demanded an extra modicum of patience, and these men might have seen the passing as less than sad. They may indeed have seen the great battleship of a locomotive in less wistful terms. There were once five other 175-ton dragons, towering over great cast-steel frames and six Westinghouse motors (which hummed like no others in memory) in massive

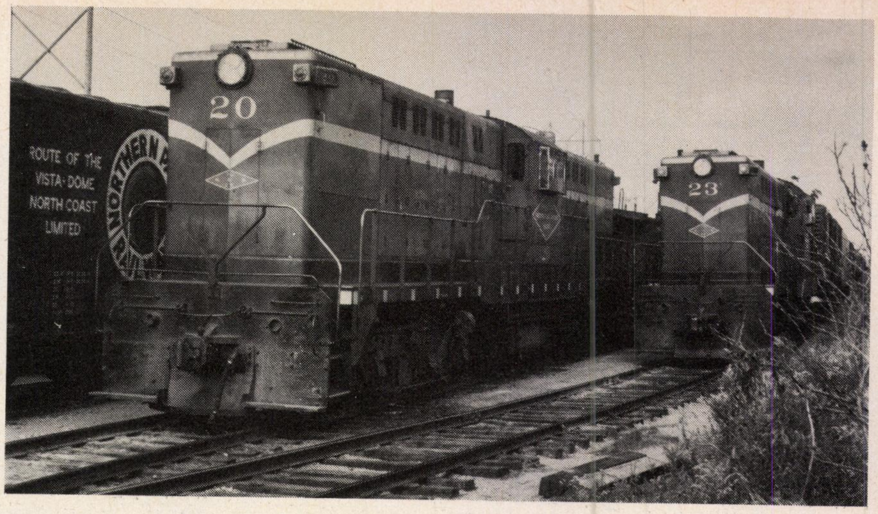
STAN MAILER



MINNEAPOLIS
NORTHFIELD AND SOUTHERN
RAILWAY

Commonwealth trucks. No one else that day could speak in either positive or negative terms of similar motive power under ICC regs.

There were, of course, two shirt-tail cousins, late of the Western desert, and written off by their borax-hauling former owners as so much junk. Trona Railway officials were surprised and baffled when Peabody Coal recommissioned their former Baldwin centercabs 50 and 51, to bake still further in the heat of southern Illinois. Eventually, after burning up a dizzying number of main generators, the pair went off to East St. Louis and metallurgical execution. This left only No. 21, favored by Nordic gods, to move forth in Minnesota afternoons on genteel transfer and switching tasks, mounting a dignity (for if a big DT did anything under adjectival cloak, it moved with *dignity*) off to Crystal, Humboldt and Northtown.

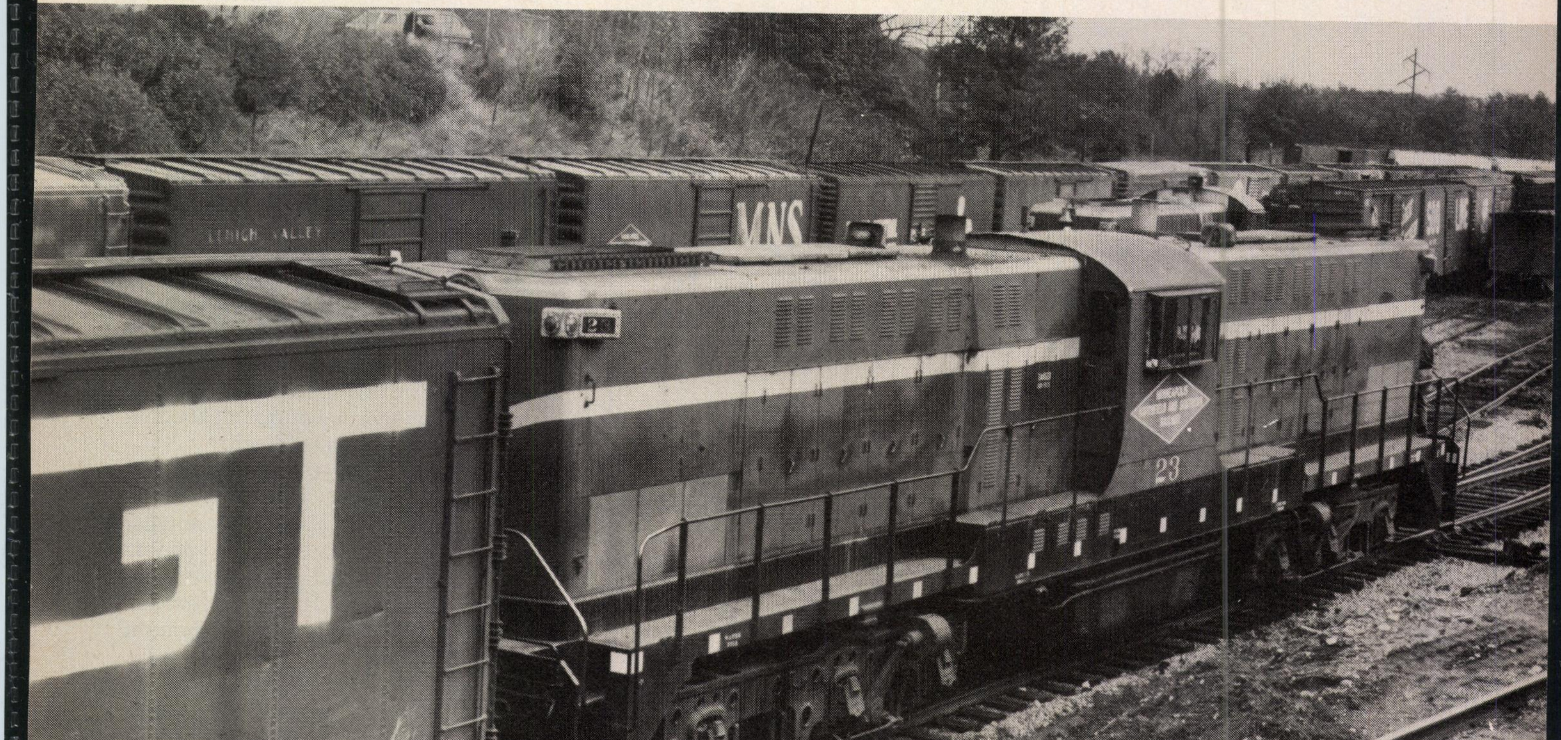


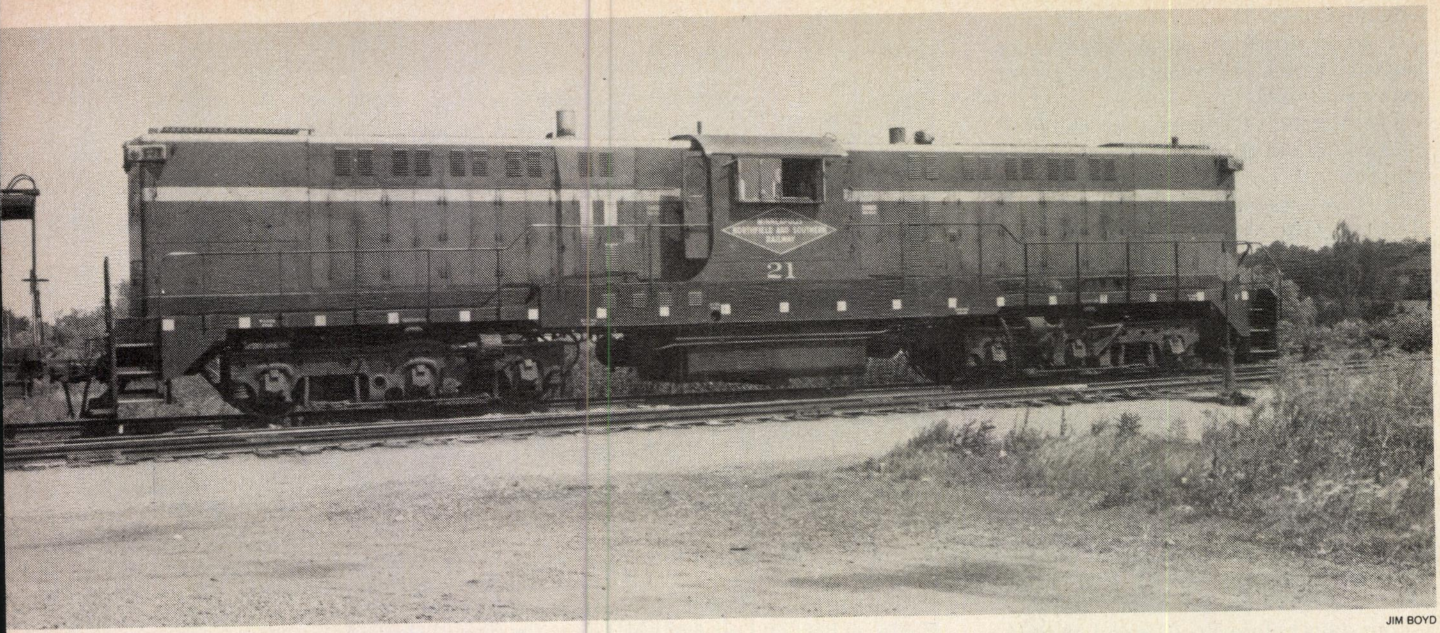
BIG BLUE CENTERCABS were numerous around Glenwood Junction in August 1965, when the 20 and 23 paused in the yard after the 23 brought in a transfer from the west (**below**). Our "Blue Dragon," No. 21, posed at Glenwood (**left**) in August 1966 and was still around to join the FMs and EMD 31 at the shops (**below left**) in 1974.

Four days before No. 21's end, the big blue and silver machine went to work as usual and spent a brief time making up a short train for MN&S' northern deliveries. The transfer job headed out from Glenwood Junction to Western Avenue, where it turned northward toward Crystal. No. 21 and its train passed through the backyards of respectable apartments, with noonday washes just about dry, both oblivious and blasé about blue and silver diesels and trains in general. They wouldn't have long to wait before the Blue Dragon would, indeed, cease its fearless roar. Underway, engineer Henry Luoto let No. 21 rumble easily along, alone in the big cab, with two big control stands and their pot-belly-stove throttle handles. No. 21 had seats, like genuine leather, it seemed, which afforded a view down two respectable-length hoods. Everything came in pairs, with ample brasswork all around. Baldwin spared little in those lower-cost days just after the war. Leaning from his high cab, Luoto had a brief comment on that fourth-to-last day: "She's on her last legs." Prophetic indeed.

The story of the big double-engined Baldwins was not begun by the MN&S, although it certainly ended there. Elgin, Joliet & Eastern takes credit for requiring a machine capable of high horsepower for heavy transfer runs which would dovetail with a desire to eliminate service terminals—read turntables and wyes—and put it under one engineer. This would allow the "J" to eliminate their fleet of modern Mikes and make it a clean way out. The Baldwin men, not strangers to the property, paid calls and got orders. The early VO diesel engines, in a long straight-eight pattern of 1000 h.p. each, had cylinder heads

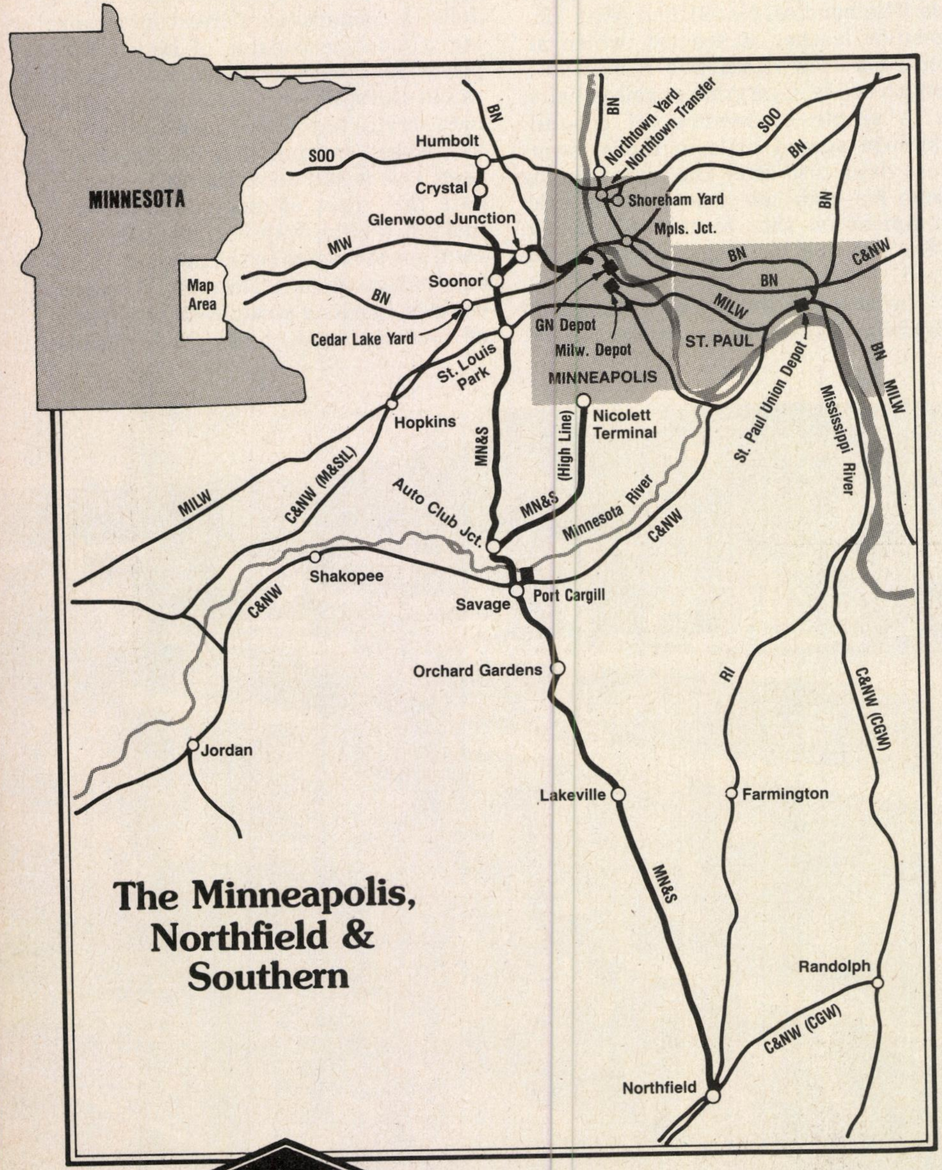
THREE PHOTOS: JIM BOYD





JIM BOYD

THE MAJESTY of the big Baldwin centercabs is evident in the 21 here at Glennwood Junction in August 1966. These units carried two six-cylinder 1000-h.p. diesels.


MINNESOTA
Map Area
SOO
Humbolt
Crystal
Glenwood Junction
MW
Soonor
BN
Cedar Lake Yard
St. Louis Park
Hopkins
MILW
C&NW (M&StL)
MN&S
Auto Club Jct.
Shakopee
C&NW
Savage
Port Cargill
Orchard Gardens
Jordan
Lakeville
MN&S
Northfield
BN
Northtown Yard
Northtown Transfer
Shoreham Yard
Mpls. Jct.
GN Depot
Milw. Depot
MINNEAPOLIS
Nicolett Terminal
MN&S (High Line)
Minnesota River
C&NW
ST. PAUL
MILW
BN
SOO
BN
BN
C&NW
St. Paul Union Depot
Mississippi River
BN
MILW
RI
Farmington
C&NW (CGW)
Randolph
C&NW (CGW)

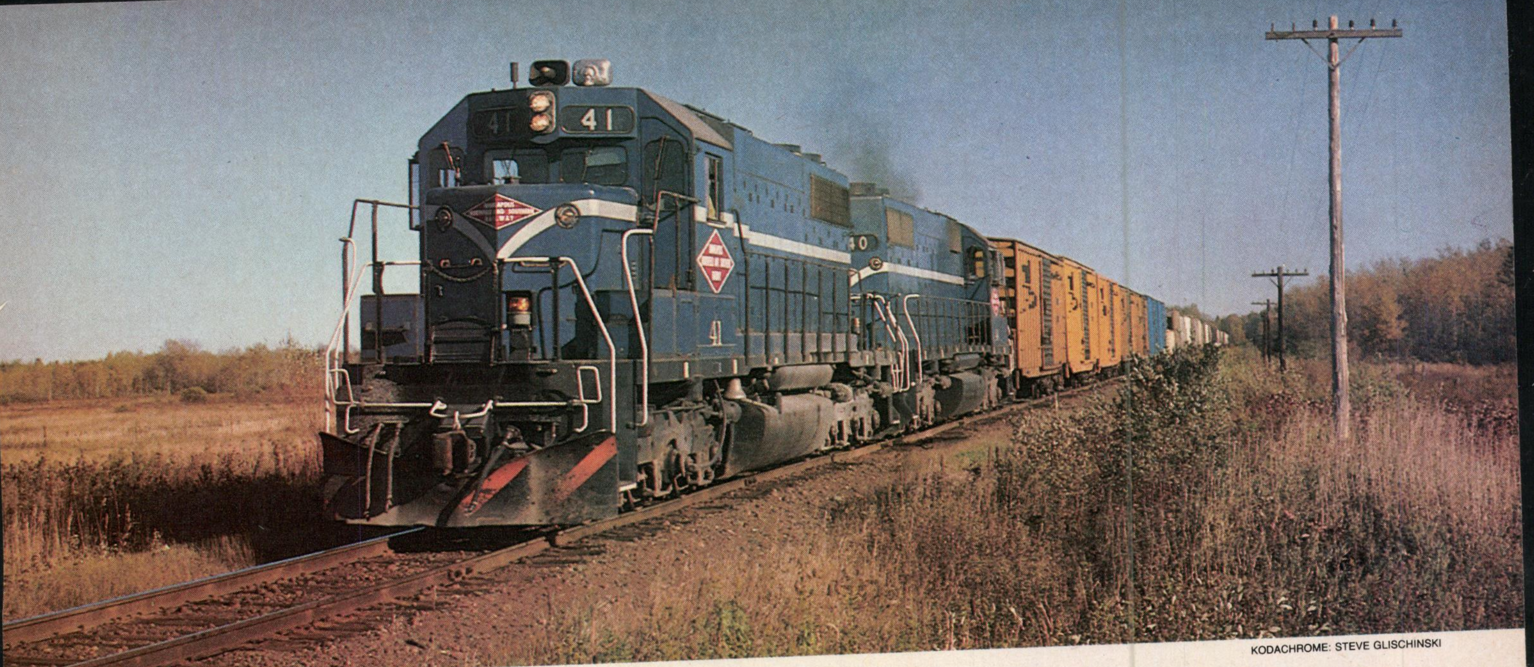
The Minneapolis, Northfield & Southern

bolted down in an asymetrical way, which were difficult to keep tight. Exhaust manifolds, studded into this arrangement defied most attempts to make tight joints. This accounts for many a Baldwin having home-remedy stack modifications. EJ&E's first DT6-6-2000, No. 100, came with two of these, living on to frequent in-yard only assignments. The idea of a double-ender was not finished, and Baldwin managed to sell the company 25 DT's with the newer six-cylinder 606SC engine.

The DT's were conceived in a steam-era time of squabbling over doubleheading versus multiple-unit definitions, in which crews questioned the status of their duties. As they saw it, two engines and two cabs as a pair of locomotives in multiple should be considered a doubleheader, requiring extra crews or greater pay. Baldwin's answer was that two engines with only one cab could hardly be considered anything other than one locomotive. (This same era of m.u./doubleheader dispute resulted in many roads putting the same road number on all units of a multiple unit set so that they would qualify as "one locomotive" under union agreements.) Eventually it was settled in favor of m.u.—that the condition was not one of doubleheading unless specifically called such.

The MN&S had started its formal dieselization with a Baldwin VO660 switcher in 1940. As it is with smaller roads, tradition and familiar vendors can sometimes prevail where severe service is not the norm. Baldwin prevailed on the MN&S from 1940 until it bought its first EMD switcher in 1962.

Although it may be only a coincidence of timing, Baldwin barnstormed Minnesota in 1948 with EJ&E DT6-6-



KODACHROME: STEVE GLISCHINSKI

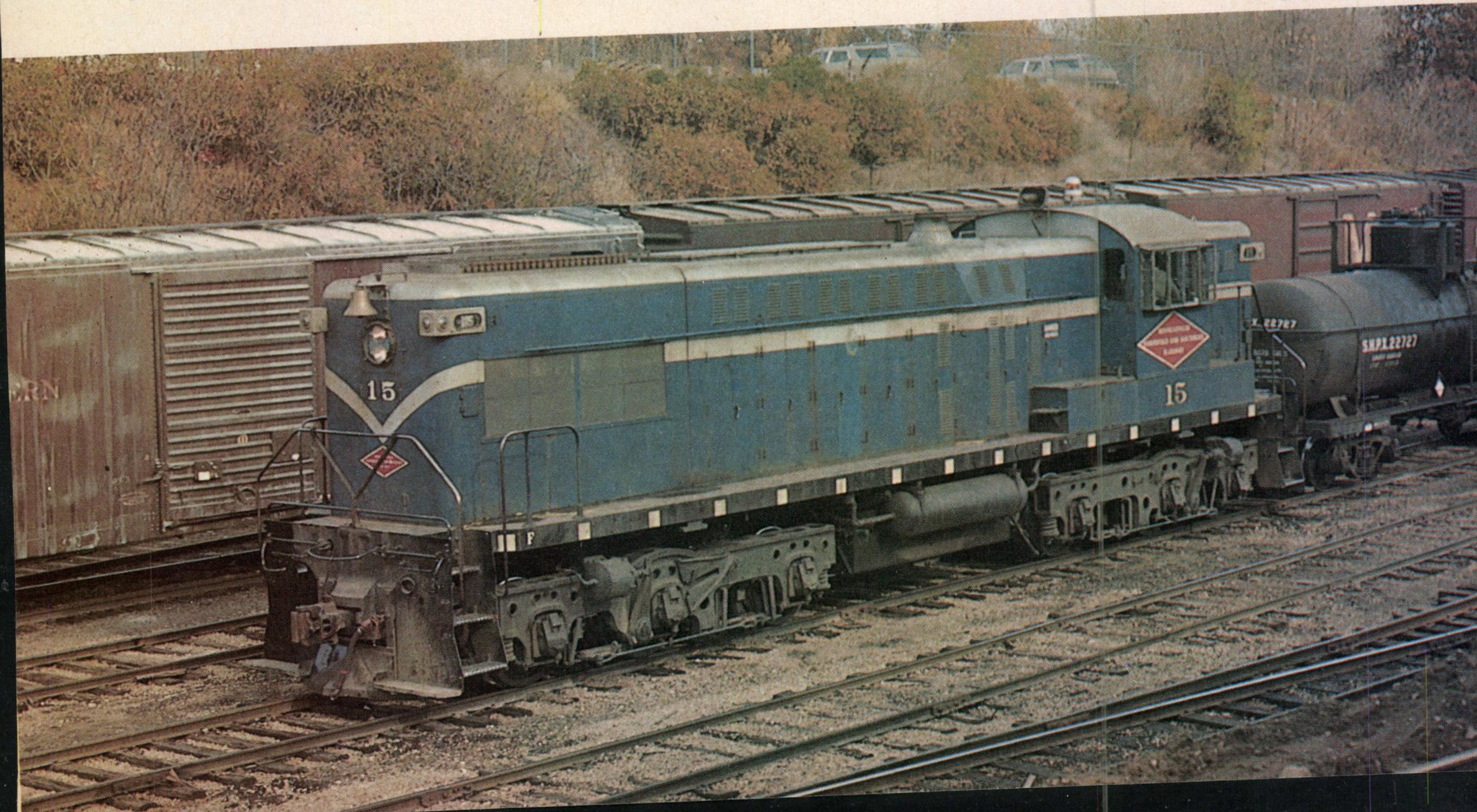
RARELY TEAMED UP together on the home road, SD39s 40 and 41 were on lease to the Soo Line on October 13, 1979, heading Train 71 out of Superior, Wis., just east of Blackhoof, Minn. MN&S DRS6-6-1500, No. 15, **(below)**, was at Glenwood Junction in 1965.

2000 108, and old customer MN&S was perhaps shown the goods. At any rate, five new DT6-6-2000s, 20-24, were delivered to MN&S in late 1948 and early 1949. (Baldwin was much less successful in swaying its intended customer, Duluth, Missabe & Iron Range, to the big centercabs).

While 1946 saw the first DT, 1948-1950 were the glory years for the 606SC-engined centercabs with seven going to the Santa Fe, four to the Duluth, South Shore & Atlantic, two to California's Trona and one to the Cotton Belt, in addition to the 26 for the EJ&E and five for the MN&S. Baldwin merged with Lima-Hamilton in 1950, and the centercab transfer units built after that were upgraded to 2400 h.p. and reclassified as RT624s. The Pennsy was the largest and last customer for the centercabs, acquiring 23 of them between 1951 and 1954. The only customer for the BLH brutes other than the Pennsy was the MN&S, which acquired its No. 25 in 1953. (Interestingly, Lima-Hamilton began producing its own monster centercab transfer unit, rated at 2500 h.p., just about the time of the BLH merger and cranked out 22 of them for the Pennsy during the next year or so before the production line at Lima was shut down.)

The MN&S was contented with its Baldwins, picking up their one-and-only DRS6-6-1500 road switcher in 1950, and following it up with that last centercab, RT624 No. 25, in 1953. With all those six-motor Baldwins, the MN&S had the horsepower and tractive effort it needed for its Minnesota River grades, down into the valley which once held the citadel of Colonel Marion Willis Savage, storied magnate and creator of a railroad called the Dan Patch Electric Lines.

EKTACHROME: JIM BOYD



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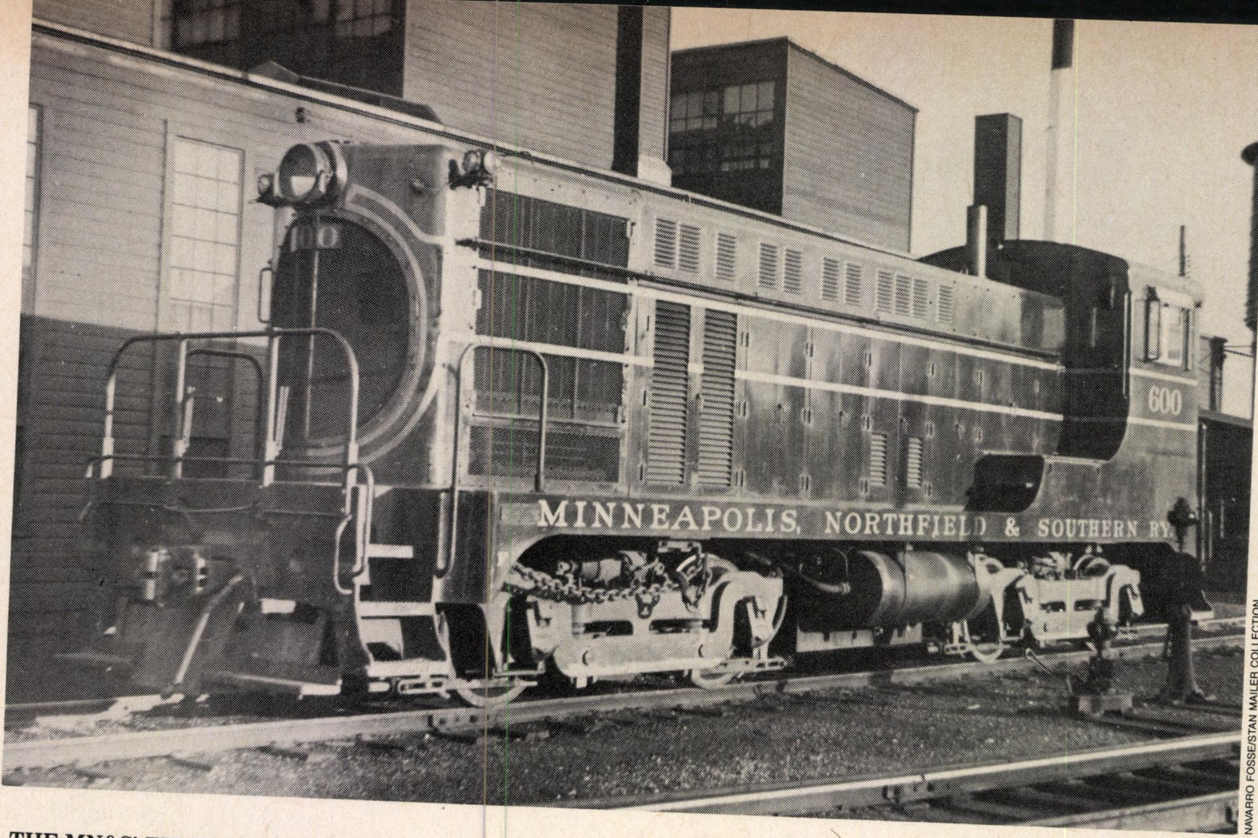


NAVARRO FOSSE/STAN MAILER COLLECTION

THE MN&S' FIRST DIESEL was Baldwin VO660 No. 600, shown here in 1940 at the old wooden Glenwood Junction shops. It was renumbered 60 and was stored dead in 1966 (**right**), while ex-EJ&E 482 continued to work as MN&S 12 (**right top**).

Savage and the Dan Patch

The MN&S came into existence shortly after the turn of the century as the Minneapolis, St. Paul, Rochester & Dubuque Traction Company, the brainchild of businessman and land speculator Colonel Marion Savage, who bought the famous racehorse Dan Patch to promote his line of stock feeds. His railroad became known by the much simpler title of "The Dan Patch Electric Line" and spent its entire early history trying to become prosperous enough to be able to afford overhead trolley wire, running in the meantime with gas-electric motor cars and very early gas-electric locomotives.

The line never did string trolley wire and was reorganized in 1918 as the Minneapolis, Northfield & Southern, which went on to become a freight belt line from the northwest side of Minneapolis to a connection with the Chicago Great Western and Rock Island at Northfield.

In 1927 the MN&S took over operation but not ownership of the Minnesota Western, which stretched 115 miles westward from Minneapolis through Hutchinson to Gluek, Minnesota. The MW had an interurban-without-wires history very similar to the Dan Patch Line, running with gas-electrics and a handful of 2-6-0s as the Electric Short Line, or "Luce Line."

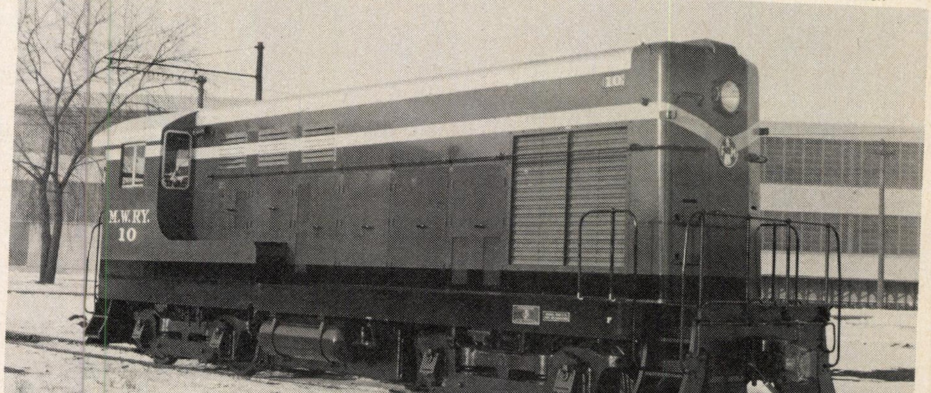
During the Depression years the MN&S began acquiring an interesting fleet of second-hand Russian Decapods to augment its modest fleet of Moguls and 2-8-0s. Both the MN&S and MW operated their gas-electrics into the 1940s, when things began to change.

Dieselization

The MN&S was true to its internal combustion heritage and bought its first diesel locomotive, No. 600, a "fishmouth" Baldwin VO660•switcher, in 1940. The Minnesota Western got a similar unit, its No. 1, in 1942, and followed that right after the war with a classic Fairbanks Morse H10-44, No. 51, in 1946.

Replacements for the Russian Decapods came with the arrival of the first five Blue Dragons, the Baldwin DT6-6-2000s, in December 1948 and January

TWO PHOTOS: FAIRBANKS MORSE/DON GINTER COLLECTION



THE MINNESOTA WESTERN owned two FM switchers that later went to the MN&S. MW 51 was delivered in 1946 in a paint scheme of black frame, blue-gray body, red stripe and white top (**right**), while MW 10 (**above**) of 1951 came in MN&S blue and white.

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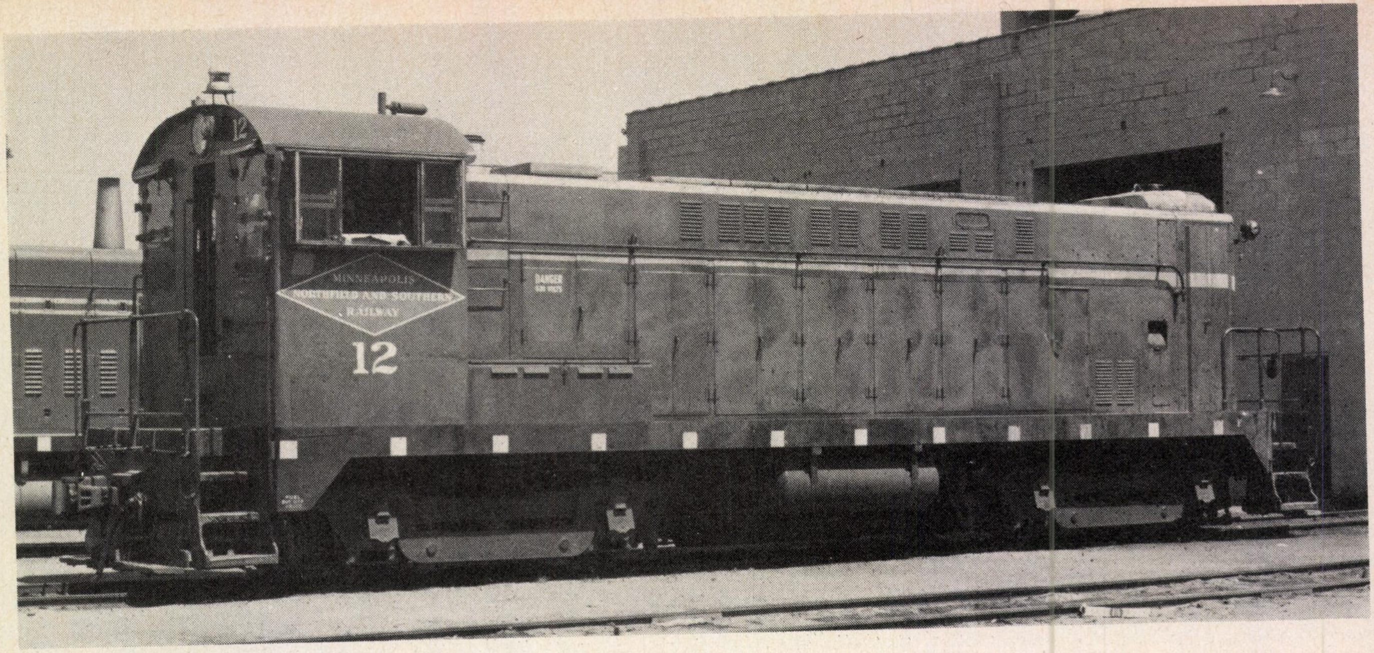
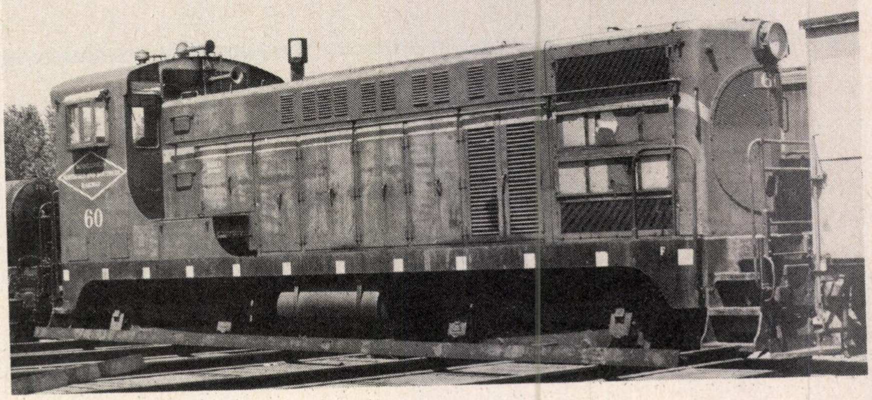
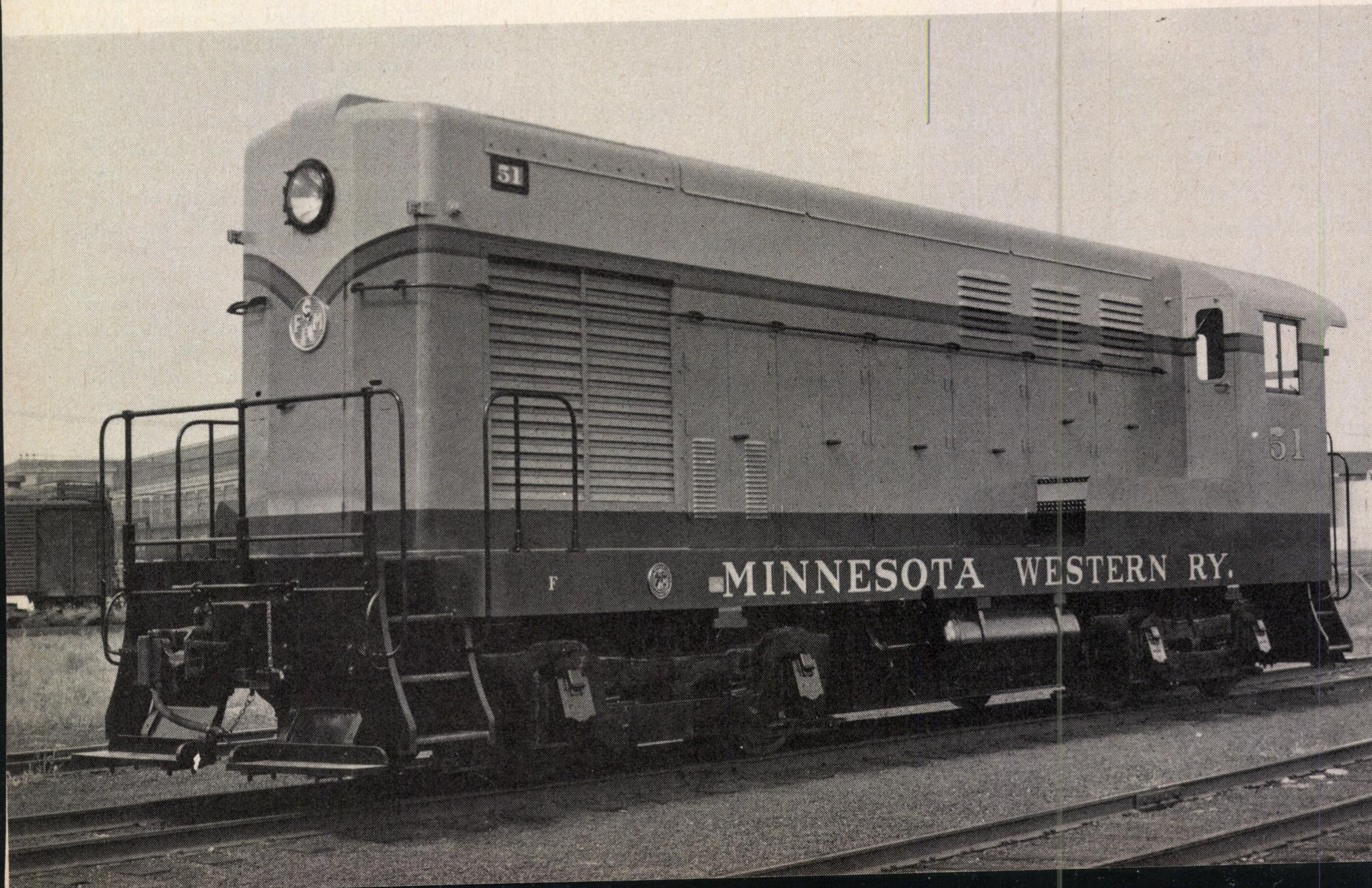

MINNEAPOLIS NORTHFIELD AND SOUTHERN RAILWAY
12
12

TWO PHOTOS: JIM BOYD



1949. In 1950 the lone Baldwin DRS6-6-1500 road switcher, No. 15, arrived, and the MW picked up its last diesel, FM H12-44 No. 10, in 1951—although an H12-44, the MW 10 still had the Loewy carbody and overhanging roof of the H10-44s. The last Baldwin centercab, RT624 No. 25, arrived in Golden Valley in July 1953, and the MN&S rounded out its fleet of Baldwins with a secondhand VO1000 from the EJ&E in December 1954; EJ&E 482 became MN&S 12.

Throughout this time the Minnesota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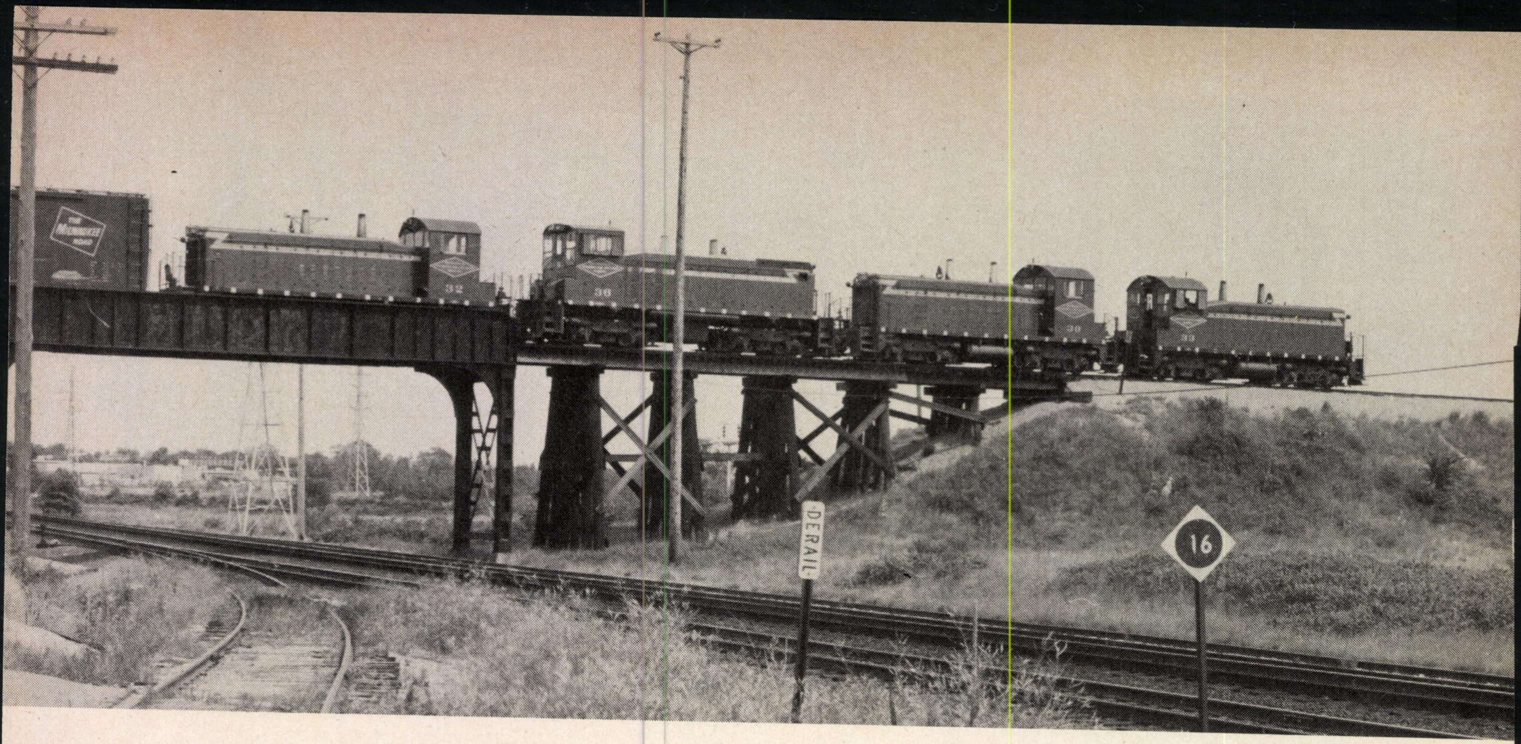
MINNESOTA WESTERN RY.



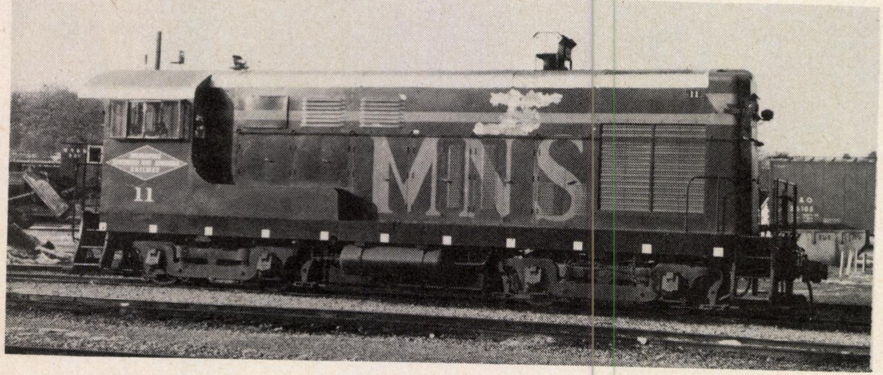
THREE PHOTOS: JIM BOYD

MN&S All-Time Diesel Roster

No.	Builder	Model	Date	Notes
10	FM	H12-44	1/51	Ex-MW 10; stored Glenwood Jct. since 6/79.
11	FM	H10-44	9/46	Ex-MW 51; sold to Hallet Dock Co. 5/76.
12	BLW	VO1000	9/44	Ex-EJ&E 482, to MN&S 12/54, scrapped 11/68.
15	BLW	DRS6-6-1500	3/50	Scrapped by MN&S 5/81.
20-24	BLW	DT6-6-2000	12/48-1/49	Scrap dates: 20, 22 in 1968; 23 circa 1975; 24 circa 1966.
25	BLH	RT624	7/53	Scrapped circa 1965.
30,31	EMD	SW1200	9/62	
32,33	EMD	SW1200	2/64	
34,35	EMD	SW1200	5/65	
36,37	EMD	SW1500	1/66	
40,41	EMD	SD39	10/68	
60	BLW	VO660	6/40	Nee-MN&S 600, scrapped by MN&S 4/68.
61	BLW	VO660	?/42	Ex-MW 1, sold to Cargo Carriers 122 before 1966.

COMPILED BY Jim Boyd from *Extra 2200 South* and MN&S sources, March 1982.

STAN MAILER



BIG RED "MNS" was applied to H10-44 No. 11 in the mid-1970s before it was sold to Hallet Dock.

Western was being operated by the MN&S, although it had already been sold to Cargill. In 1956 the MW changed hands again, and this time to depart the Dan Patch family forever. The new owner was the Minneapolis & St. Louis, and in the transfer the MN&S retained the former Electric Short Line Terminal Company trackage to the site of the old downtown passenger terminal and got the three MW diesels, the one Baldwin and two FMs. The "Louie" ran the MW with its own units until its merger into the C&NW in 1960, at which time yellow and green Alco switchers became the norm. The little line to "nowhere west" was pulled back to Hutchinson in the late 1960s and was finally torn up in the summer of 1973.

The 1960s brought an end to Baldwin dominance on the MN&S. In 1962 they bought a pair of EMD SW1200 switchers, but both were equipped for road service with Flexicoil trucks and m.u.—up to this time only the two FMs were multiple-unit equipped. The EMDs also arrived in the MN&S' standard and distinctive Hancock air whistles which chimed like steam locomotives. The EMDs were a great success and were followed with an additional pair each in 1964 and 1965, permitting the retirement of Dragons 24 and 25—ironically, the newest centercabs were the first to go.

Two tall EMD SW1500s on road trucks completed the MN&S switcher fleet in January 1966, permitting more Baldwins to be disposed of. VO660 61 (the old MW No. 1) was sold to Cargo Carriers as their 122, and the other two Baldwin switchers, 60 and 12, were cut up in 1968, along with Dragons 20 and

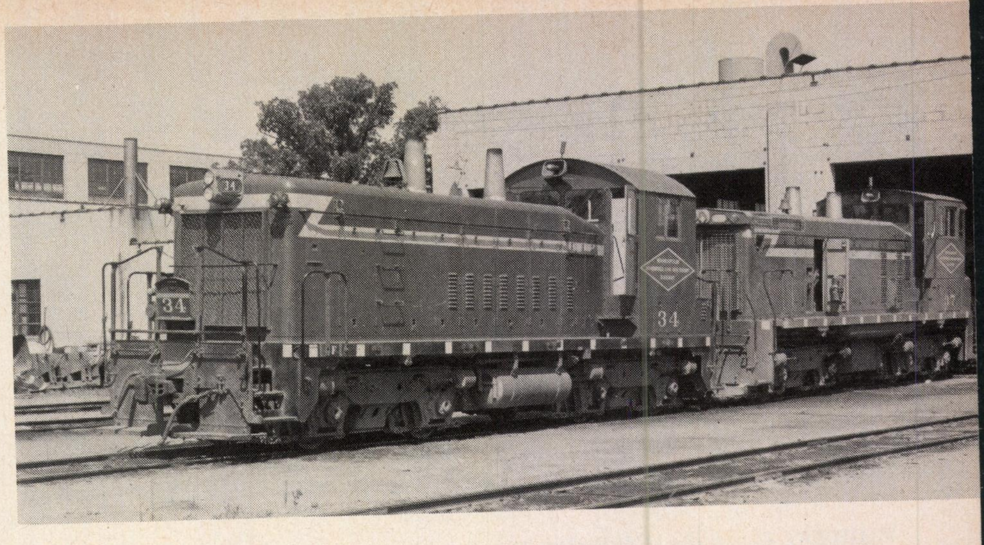
22. October 1968 saw the arrival of the MN&S' last new power, EMD low-nose SD39s 40 and 41, big blue brutes worthy of the task of Dragonslayer.

The Dragons weren't easy conquests, however, and the 23 continued to rumble until it went into storage in 1972, while the 21 and road switcher 15 continued the Baldwin tradition for two years more. The 15 was the first to go, victim of a small fire a few weeks before the 21's final moments on August 22, 1974.

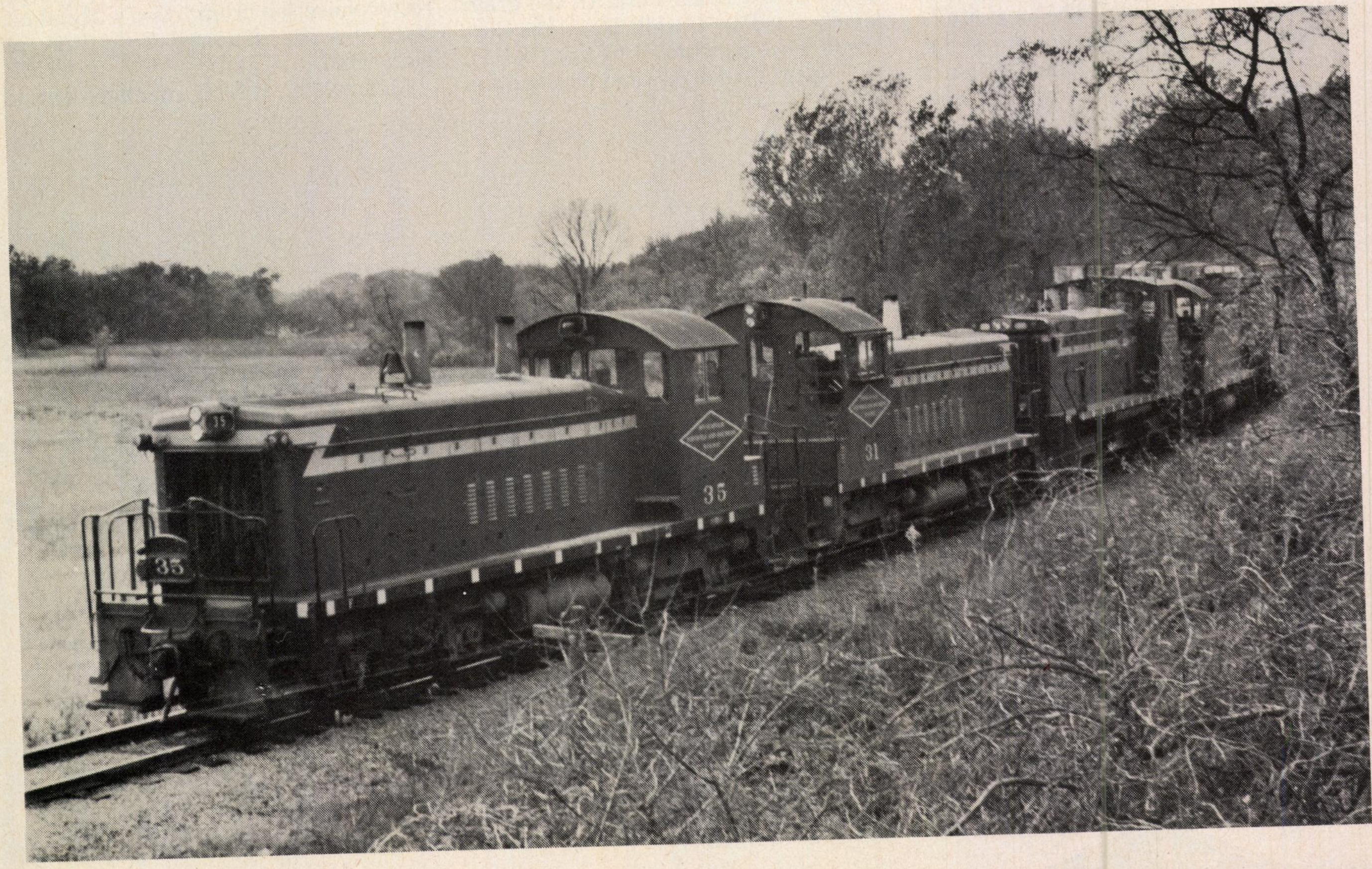
In the early 1970s one of the FM switchers, the 11, was treated to the "new image" paint scheme with the huge MNS on its flanks; in May 1976, however, this unit was sold to Hallet Dock Company to work their Dock No. 6 in West Duluth—reportedly still in MNS livery. Its mate, the 10, continued to work until April 13, 1978, at which time it went into storage at Glenwood Junction. The 10 was put back to work for a week in June 1979 when EMD 30 was being rebuilt, but then it went back into storage, as it remains to this day. The 23 was cut up in the mid-1970s, but the 15 remained intact until May 1981, when it was cut up on the Crystal team track. Currently the six SW1200s (30-35), two SW1500s (36-37) and two SD39s (40-41) are the MN&S' working roster, with the FM 10 and Dragon 21 idle at Glenwood.

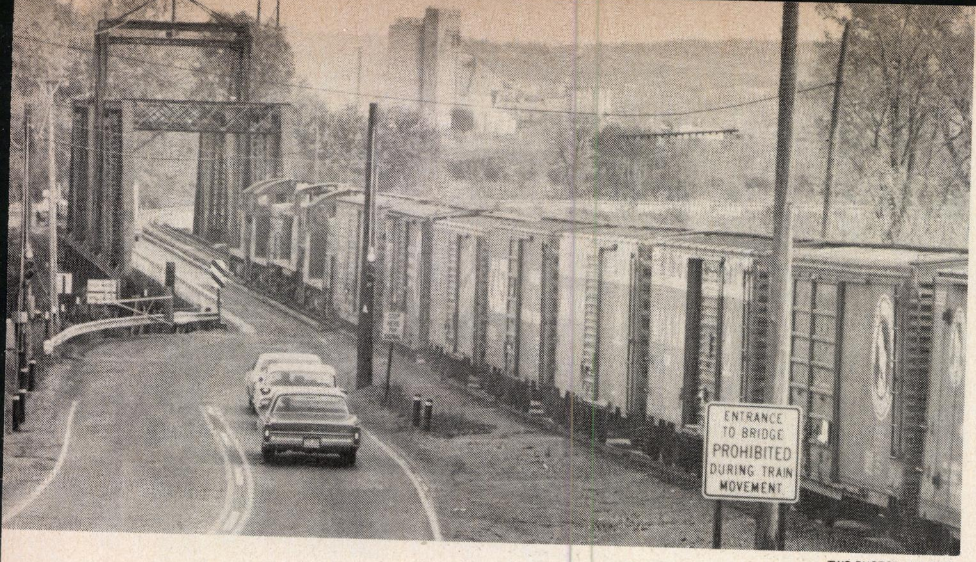
Today's MN&S has felt the pinch of the 1970's "decade of downs," to even further business bleakness of the 1980s. Traffic in paper, cement, brick, steel and lumber doesn't spell prosperity in high-interest-rate times. Mergers of old interchange partners have drastically altered the railroad map of the Twin Cities area, and the loss of the Rock Island was a particular blow on the Northfield end. Since the C&NW has taken over operation of the Rock Island line through Northfield, the MN&S no longer has to run over to Randolph for the CGW/C&NW traffic.

Present operations consist of a BN/Soo transfer, the "High Main" local, two Glenwood switch jobs and the Northfield run. The Northfield Turn is called for 11:00 p.m. Sunday through Thursday, usually with two or three switchers and occasionally one of the



EMD SWITCHERS became the mainstay of the MN&S in the mid-1960s. SW1200 34 and SW1500 37 were at the modern Glenwood Junction shop in August 1966. In October 1967 three SW1200s and an SW1500 were headed for Northfield, crossing over the GN main line (left) west of Cedar Lake and approaching the Savage bridge (below).





TWO PHOTOS: JIM BOYD

HIGHWAY 31 and the MN&S share the Minnesota River bridge above Savage, but the highway portion is now closed.

SD39s thrown in. They arrive at Northfield about 4:00 a.m. and switch there until about dawn. The local Malt-o-Meal plant makes good use of the big blue boxcars as well as one covered hopper in an experimental gold and maroon paint scheme.

Once the train is lined up for the northbound run, the units will whine up the steep grade out of town, run crosslots to Lakeville's Air Lake Industrial Park and spot cars for the customers' morning crews to handle. The SDs gave some problems by derailing on some of the sharp curves in the I-park, so they are now used into there only in the company of one of the SW1500s, both of which are equipped with flange lubricators.

Once finished at Lakeville, the northbounder heads home for Glenwood Junction, crossing the Minnesota River above Savage on a unique bridge which generated controversy not long ago. Located north of the Port Cargill elevators, the old swing span carried both the railroad and Highway 31, side-by-side. The MN&S found that salt from truck traffic was eating away at the veteran structure. The MN&S raised the county's dues for use of the bridge, and the government refused. The result was a closed traffic lane, and today the bridge carries only steel wheels.

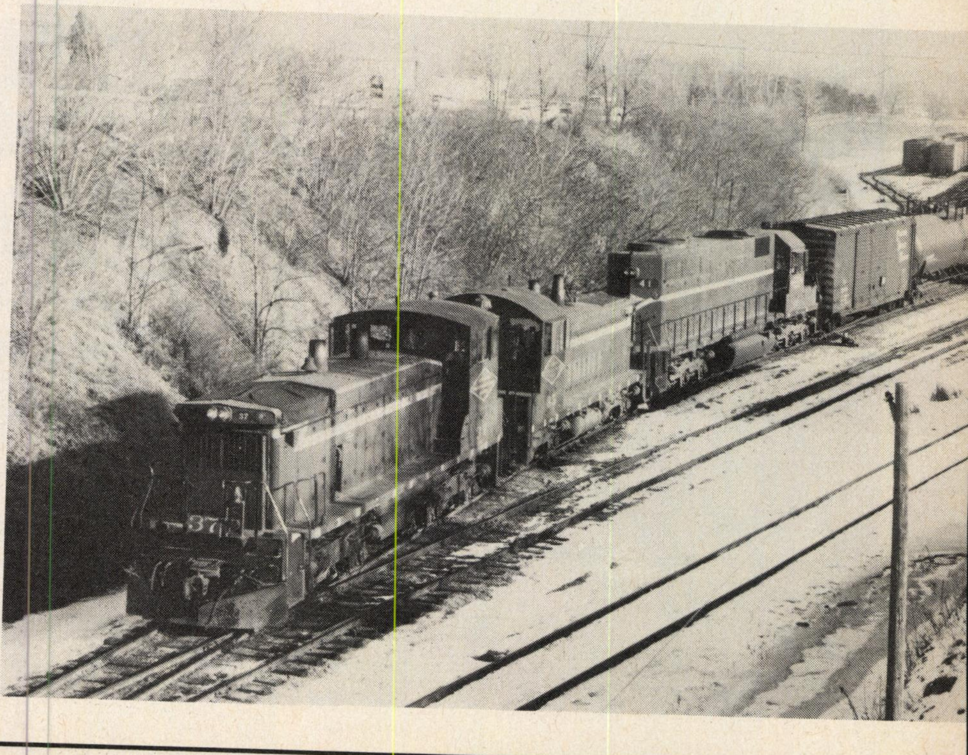
The Northfield job does little work north of Savage, for that territory belongs to the High Main local. Originally two jobs (the High Line local and Main Line local), the High Main today covers the work on the main line between Glenwood Junction and Savage and the High Line, the original Dan Patch main from Auto Club up to Richfield and the Nicollet terminal. Called for 7:00 a.m., Monday through Friday, the High Main gets switchers and works its way south, handling the Milwaukee Road interchange at St. Louis Park, to the grain elevators at Port Cargill. Since the Port Cargill yard is switched by the C&NW, the High Main delivers and picks up the MN&S cars and then generally turns northward to work the High Line and return to Glenwood.

The Transfer job out of Glenwood Junction is the normal home for the SD39s—though usually only one at a time. Called for 11:00 a.m., Sunday through Thursday, the Transfer normally works east to the BN at Northtown, crossing the Mississippi just north of the old GN Minneapolis depot and delivering to the BN Northtown Transfer Yard. It then returns with a consist off the BN to Glenwood, where it picks up a new train and runs up to the Soo Line interchange at Humbolt Yard.

Happily ever after?

As the winter snows entomb the frigid hulk of the Blue Dragon on its storage track at Glenwood Junction, the future of it and its railroad is facing possibly drastic change. In January 1982 the Soo Line sought ICC permission to buy the MN&S, after the directors and shareholders of Glen Valley Realty, Inc. (the MN&S's owners) approved the sale. An ICC decision is mandated by year end, but all involved anticipate approval well before that time. Both employees and officials of the MN&S view this development with optimism. The Soo is also proposing to acquire the Minneapolis to Kansas City line of the defunct Rock Island (the line presently being run by the C&NW), and the MN&S would make a very handy direct connection from Soo's Humbolt Yard to the Kansas City line at Northfield.

Meanwhile, MN&S management is



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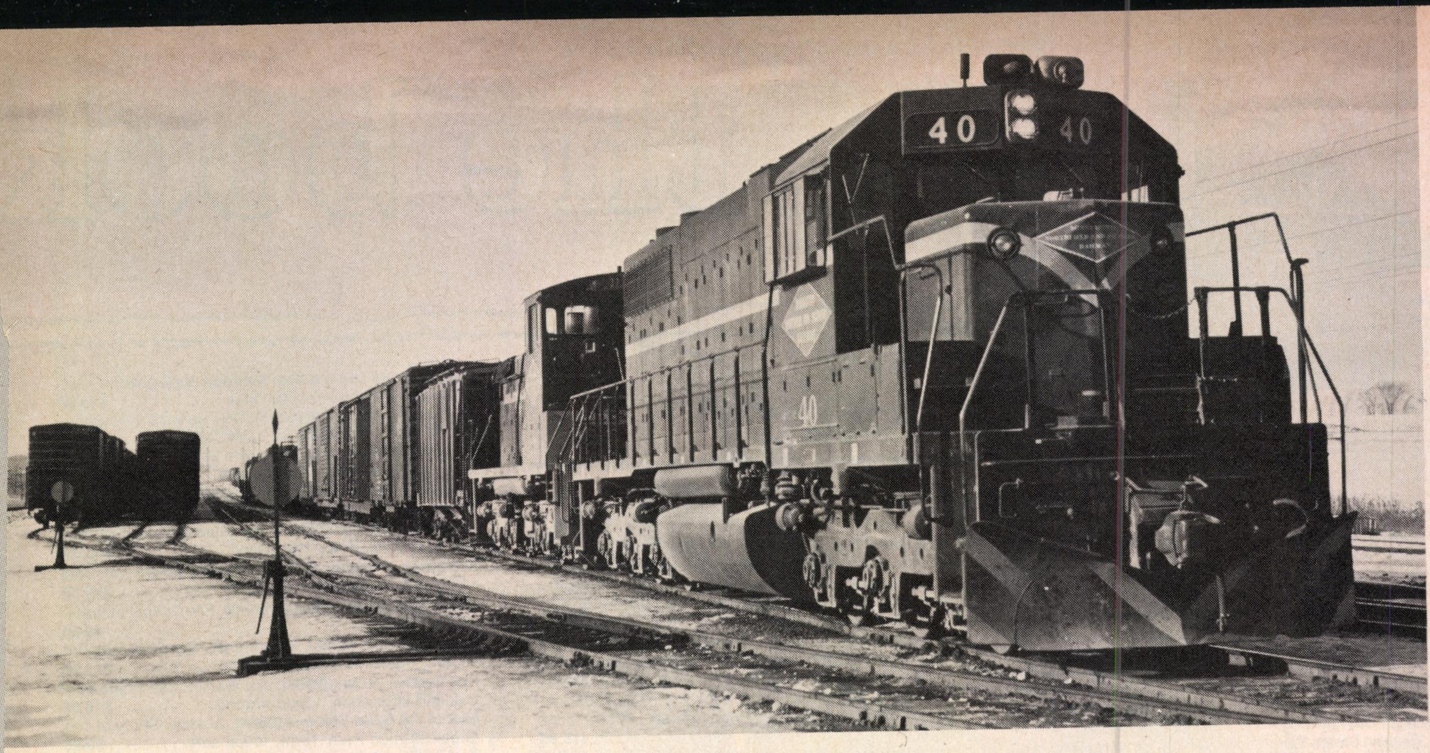


JOHN D.L. JOHNSON

AN SD39 AND SW1500 are about to depart northward from Northfield on January 23, 1974. A week later, a job was departing westward out of Glenwood Junction (**below left**) with one each of the MN&S's EMDs. In late May 1973 the Blue Dragon was dropping down the ramp (**below**) off the Soo Line bridge at Northtown Transfer as an impressive lash-up of BN/NP six-motor GEs passed in the background. The MN&S no longer uses the Soo bridge but reaches here from the south via Minneapolis Junction.

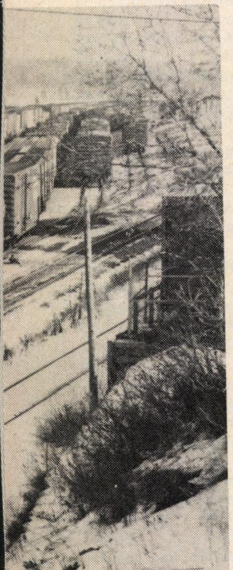
well aware of the historic value of the Blue Dragon, a circumstance which explains its longevity to date. Speculation was high that the Minnesota Transportation Museum in South Minneapolis, which has restored the Dan Patch gas-electric locomotive 100 to serviceable condition, would become the Dragon's ultimate home. The old Dragon may get there by a circuitous route, however, as the Escanaba & Lake Superior has expressed interest in buying it for its two Baldwin diesel engines, the likelihood being that the engines may continue to growl in other Escanaba Baldwins while the Dragon itself goes on to the museum minus the 606SC's.

In a world less disposed than ever to spending money on historical machinery, and with a tight economy and new ownership facing its home road, perhaps time has run out for the Blue Dragon of Golden Valley. Perhaps not.

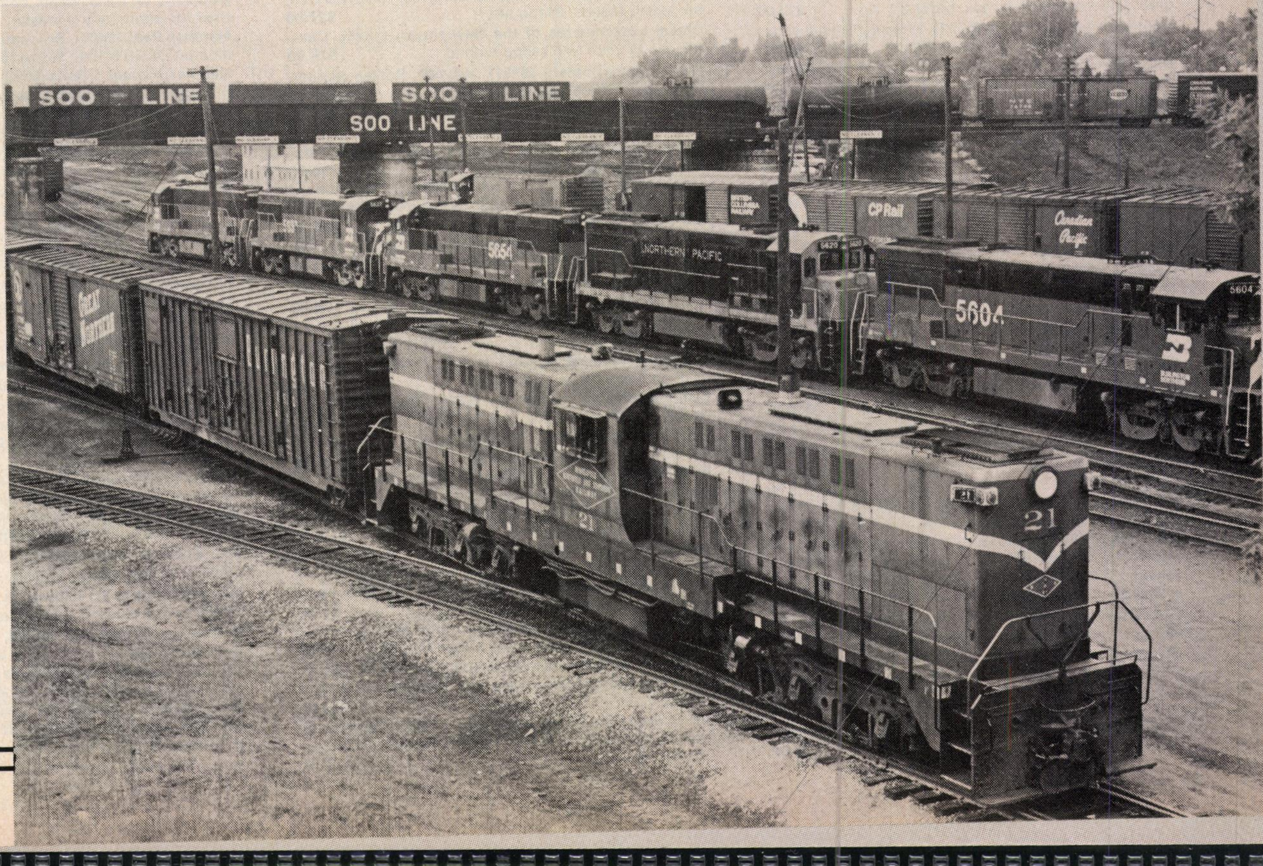
Next issue

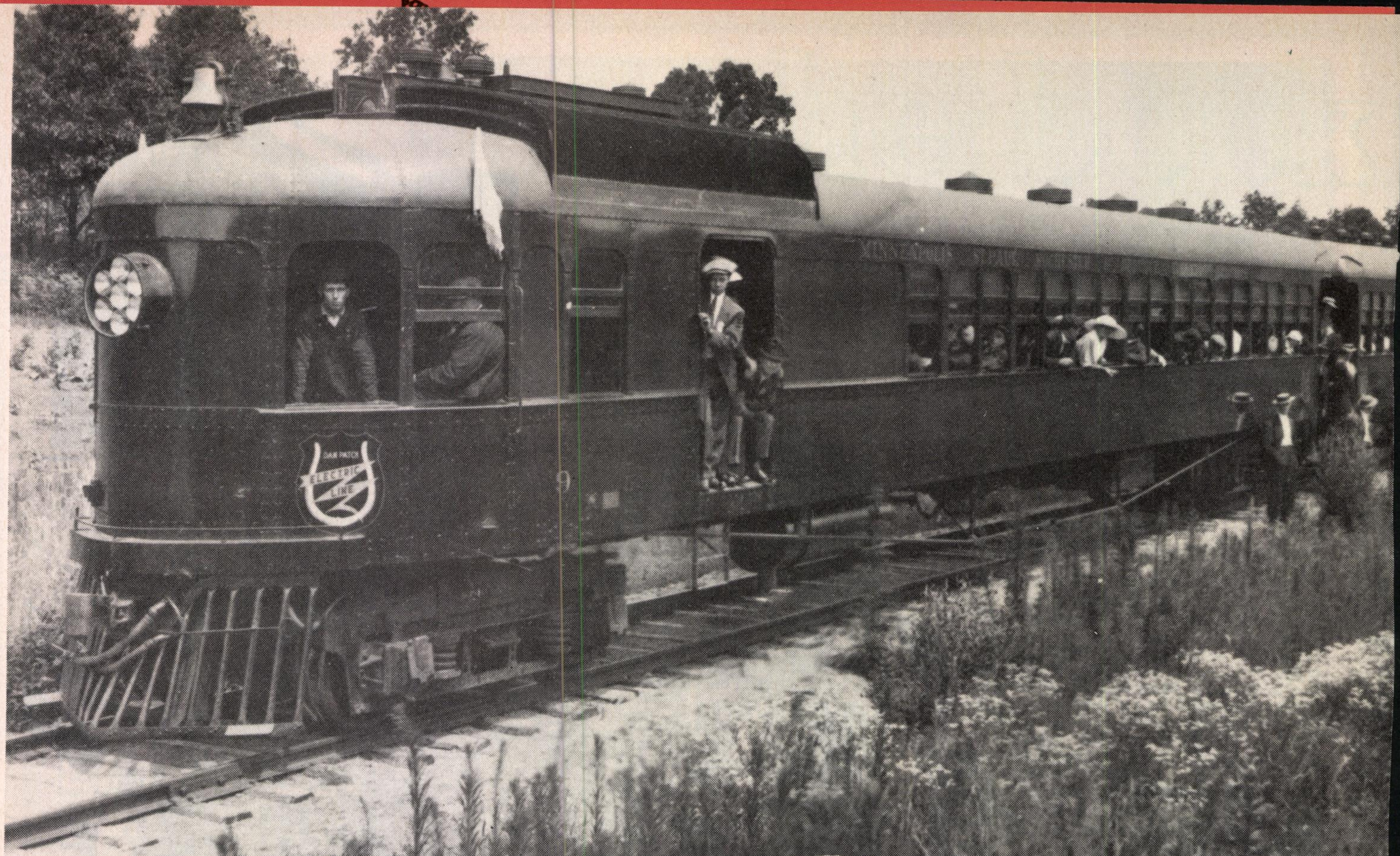
The early history of the MN&S and MW will be detailed in the September '82 R&R, along with photos and rosters of the steam power and motor cars.

STAN MAILER



JOHN D.L. JOHNSON





Before the Dragons

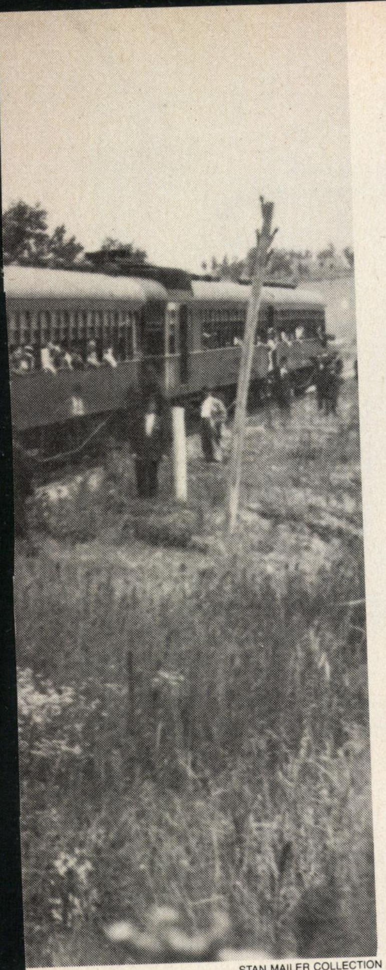
The MN&S Story: Part Two, motor cars and steam.

by Stan Mailer

Long before the Baldwin "Dragons" inhabited Golden Valley, the predecessor of the Minneapolis, Northfield & Southern was operating its railroad exclusively with motive power which combined internal combustion and electric traction for both passenger and freight service in an effort to avoid the initial cost of electrification. The railroad was created by livestock feed entrepeneur and land promoter Colonel Marion W. Savage to connect his land holdings in the Minnesota River valley with metropolitan Minneapolis—and develop large tracts of suburban property in the process.

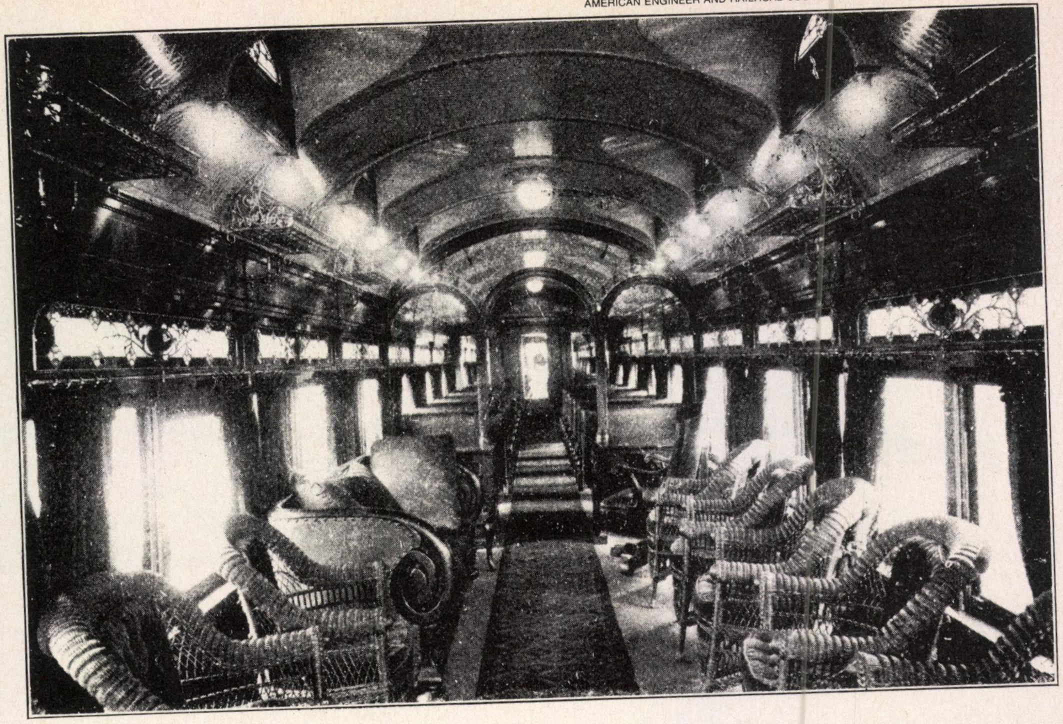
Colonel Savage's well-documented exploits in investment are wanting only for full accounting explanation; intricate interconnections allowed him to build a financial house of cards. Savage had a stock company, real estate holdings and the wonderful pacer, Dan Patch. On top of it all he built transportation to and from his holdings, in the form of mouthful-titled Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company. The empire lasted only about ten years, going down to ruin on the eve of World War One.

Savage's world included International Stock Feed Company (surviving today under other ownership), a mail-order business and an exposition building at Savage—formerly Hamilton (where Cargill grain elevators stand today)—plus the incredible International "1:55" Horse Farm. The latter time signature referred to the legendary speed of Dan Patch, which brought Colonel Savage fame over and above his business acumen—and, no doubt, helped sell a lot of his feed. Dan Patch was exhibited nationwide in a snow white Omaha Road horse car, and the Colonel capitalized wisely on his pacer's name. The horse farm and stable were colossal and dominated the Minnesota River valley at what is now Savage. The Colonel's summer home surveyed all from the bluffs high above, and the view of the all-wood Arabian knights



STAN MAILER COLLECTION

AMERICAN ENGINEER AND RAILROAD JOURNAL, JULY 1908 / ED KEILTY COLLECTION



THE DAN PATCH ELECTRIC LINES' first cars were three unique gas-electric/storage battery cars built by Strang for the Missouri & Kansas Interurban. The most luxurious was the steel *Irene*, which was later repowered and renamed *Marion*. The exterior and interior views of *Irene* are reproduced from the July 1908 *American Engineer and Railroad Journal*. More typical of the subsequent DPEL roster were GE-Wason "windsplitter" motor cars like the 9 and companion with trailers (**left**) at Lakeville circa 1912.

structure must have been exceptional. Herds of Minneapolitans were attracted to the site of a summer afternoon, and their transport requirements engendered first the Minneapolis, Rochester & Dubuque Traction Company of 1906, which hoped for the trolley wire in just a few months. The company was reorganized as a Maine corporation in September 1907 with the even more cumbersome title Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company, but Dan Patch, the horse of a different color, brought a shorter name to the second incorporation at least as a slogan: Dan Patch Electric Lines.

At first the idea was to handle passengers to and from Savage, but eventually the scheme included extension to Dubuque via Rochester and Owatonna. Savage had reorganized the road for greater things, including seeding townsites on line for prototype Minneapolis suburbs. Unfortunately, the rate of growth was not what Minnesotans had hoped for, and a passenger traffic base did not build at the prescribed rate.

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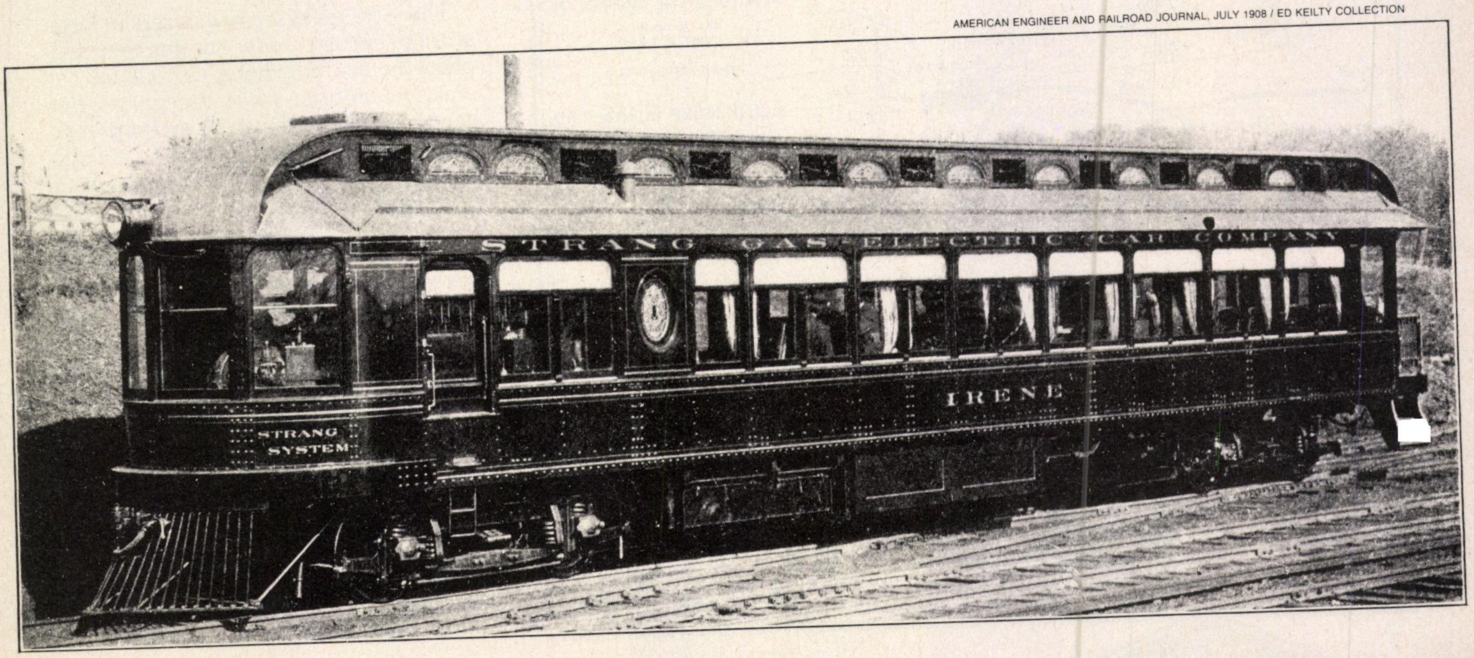

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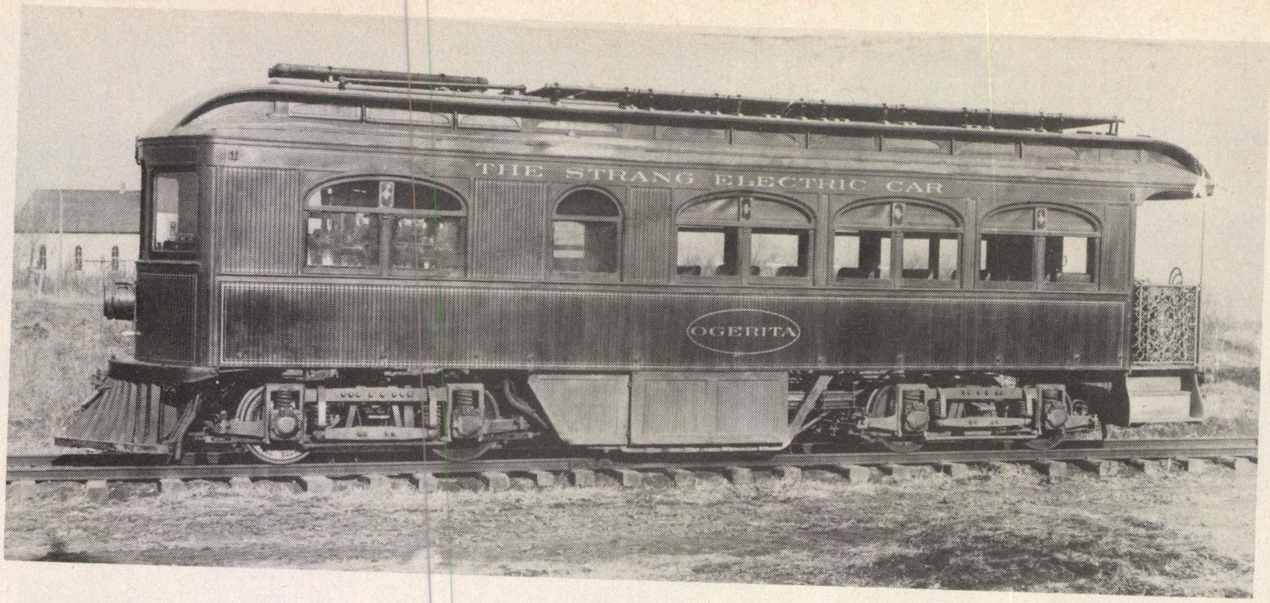

THE STRANG ELECTRIC CAR
OGERITA

THE TINY OGERITA was the first, smallest and least successful of the original three Strang cars and wound up as a powerplant for Antlers Park in 1914. Wason-GE 14 was the last new car bought by DPEL and was one of the three to become MN&S through the bankruptcy auction. It's shown (**right**) at Glenwood Jct. on June 5, 1941, a year from retirement.

While construction south from Minneapolis' fringe was swift, the wire in the air never materialized. There was well-engineered right-of-way, with 80-lb. steel reported in position for the first cars south to the river valley.

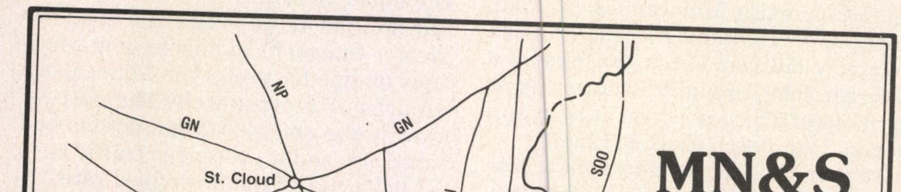
But how do you run a trolley line without wires? With gas-electric motor cars. And those "first cars" included some unique specimens of gas-electric craftsmanship: three gas-electric-battery cars from the Missouri & Kansas Interurban, the Strang System.

William B. Strang had built his M&KI line in 1904-1906 over the 20 miles between Kansas City and Olathe, Kansas, and to avoid the initial expense of the overhead trolley wire opted for self-propelled interurbans. General Electric had pioneered the idea of gas-electric cars in America in 1904, and its only real competition at the time was the gas-mechanical McKeen car (interestingly, the early GE cars imitated the McKeen "windsplitter" noses). Strang had an idea for the power plant for his cars that was sufficiently unique that he set up his own Strang Gas-Electric Car Company to produce them using GE equipment and carbodies by J.G. Brill of Philadelphia.

The Strang system utilized a large storage battery under the car that supplied the actual driving current for the traction motors, while the gas engine ran at an almost constant speed perpetually recharging the battery—this system became standard for submarine power plants.

A total of five cars were built by Strang between 1906 and 1909, and all were named for Strang's female relatives. The small *Ogerita* was first in 1906, followed by the larger *Geraldine* and *Marguerite*, all three being wooden cars. The luxurious *Irene* of 1908 was even larger (62 feet, 8 inches) and of all-steel construction; it was followed shortly by the *Rosamond*, a similar car but without *Irene's* open observation platform.

Within two years the Missouri & Kansas Interurban got its overhead wires and the five gas-electrics were put out of work. The *Geraldine* and *Margue-*


MN&S
and
Minnesota Western
and connections
CIRCA 1948
MAJOR ROUTES SHOWN
For detailed MN&S map, see page 50, July 1982 R&R.
NP
GN
GN
St. Cloud
GN
GN
NP
SOO
GN
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Willmar
GN
MINNEAPOLIS
Humboldt
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C&NW
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MW
MW
Glenwood Jct.
ST. PAUL
Hutchinson
GN
Savage
Hastings
MILW
RI
MN&S
CGW
Winthrop
M&StL
M&StL
CStPM&O
CGW
Red Wing
Northfield
Randolph
WISCONSIN
C&NW
New Ulm
MILW
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CB&Q
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Faribault
GB&W
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Mankato
Owatonna
Rochester
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MILW
C&NW
Winona
La Crosse
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CGW
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MILW
MILW
Austin
Albert Lea
MINN.
IOWA
Prairie du Chein
Estherville
RI
M&StL
M&StL/RI
CGW
MILW
Mason City
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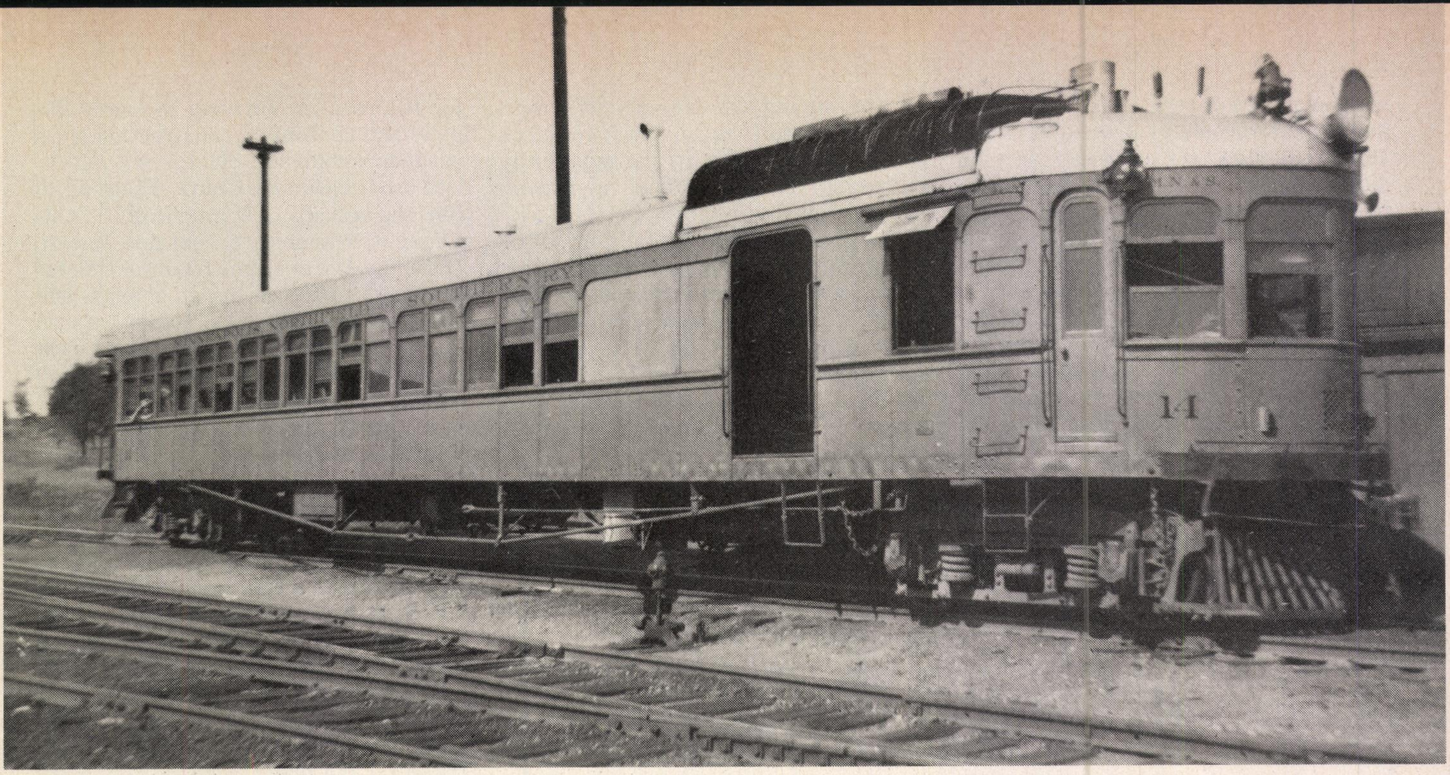
Oelwein
CGW
Dubuque

MIKE MERUSI

MINNEAPOLIS
NORTHFIELD AND SOUTHERN
RAILWAY



N. FOSSE, STAN MAILER COLLECTION

rite were converted to trolleys, while the other three were sold to Col. Savage's Dan Patch Line, arriving in time to inaugurate passenger service between Minneapolis and Lakeville on the Fourth of July, 1910. The *Irene* was the first car into Northfield when the road was completed there later that year.

Also in 1910, two GE demonstrator cars toured the Dan Patch, and the railroad purchased one of them as its No. 3. The demonstrators were the prototypes for GE's line of "standard" motor cars with rounded windsplitter prows on carbodies by Wason Manufacturing of Springfield, Mass., a streetcar builder. The Dan Patch bought four GE-Wasons in 1911 and seven more by 1915.

To compliment the motor cars, the DPEL also acquired a fleet of trailers, beginning in 1910 with four ex-New York "El" cars, which became 50-53. In 1912 and 1913 Wason turned out nine 48-footers (54-62), and in 1915 Brill followed with a dozen open-platform steel 57-footers (63-74).

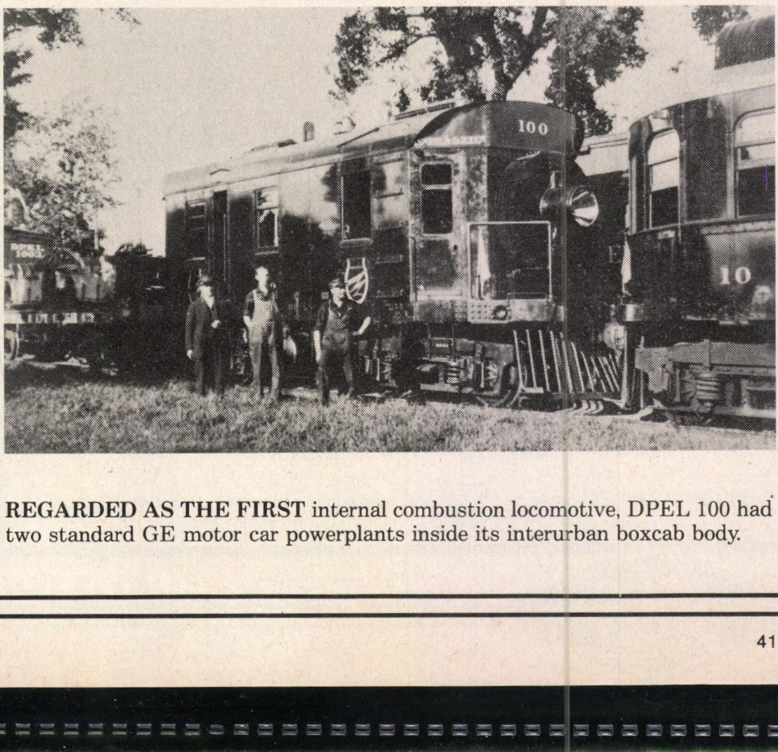
Compared to the GEs, the Strang cars were underpowered, and their gas-electric-battery systems were a problem. Additionally, the *Ogerita* was too short for economical operation. The steel *Irene,* with its sumptuous interior and observation platform, was a favorite of Col. Savage, however, and in 1913 it was sent to GE at Erie, Pa., to be re-equipped with a standard GE power plant. It emerged as the *Marion,* in honor of the Colonel. The *Marion* survived *Rosamond* and *Ogerita's* retirement in 1914.

Gas-electricity by General Electric Company came perhaps as a result of two men associated with the Dan Patch in the early years. William P. Mason came out from the East and may have influenced Savage to build a railroad. Mason wound up managing on-line Antlers Park (a planned amusement park just north of Lakeville) many years afterwards. George O'Rourke was sent out by GE, managing to be around when the first few motor cars arrived from Wason-GE, and he was there when the name Dan Patch was indelibly linked via the gold horseshoe herald with the new black cars. The first of the Wasons were demonstrators of the shorter center-entrance design, while ultimately the larger rear-entrance cars came to offer increased capacity. It was these big 70-footers with the last word in GE's V-8 gas engines which survived long after in Minnesota, doing duty on the MN&S and Minnesota Western.

On the other end of the scale, little *Ogerita,* suffering from underpowering, was plugged into the Antlers Park lighting circuits, trucks generating cobwebs while the powerplant churned out kilowatt-hours instead of passenger-miles.

Whatever the initial intensity of traffic may have been, the road was heading for difficulty. While newspapers promised the wire overhead by 1911, catenary as an imprint of permanence was postponed, as was expansion

RANDOLPH BROWN COLLECTION



REGARDED AS THE FIRST internal combustion locomotive, DPEL 100 had two standard GE motor car powerplants inside its interurban boxcab body.

southward. Nonetheless, Northfield had its interurban by December first, 1910, but two-cars-each-way service didn't come until the 19th, departures from Northfield at 9:00 a.m. and 2:00 p.m. A promise of more service was held out for a time when more cars would arrive from the East. In January of 1911, *Irene,* which had chortled in with the state railroad commissioner's entourage in December, was backed through the Northfield shed door, injuring a local. A trade special in April, however, lit up the spring, as Northfield's merchants took to *Irene* en masse for a run to Minneapolis—the Strang apparently recovered from a bruised open platform!

The goal of Owatonna by September 1911 never came to pass. Indeed, to this day, completely graded right-of-way exists to a point two miles north of Faribault, which reportedly refused them entry. The Dan Patch froze in its tracks, never to build southward again. The actions of one Dan Conroy, contractor for the road, in entering property illegally and continuing construction work without a contract, put the shovel artists in Rice County Court. The road, if finished actually or symbolically by this affair, was unable to continue toward Dubuque, the one-time haunt of Colonel Savage. In time all things change, and the next year had Dan Patch cars on dense scheduling over Chicago Great Western into Faribault, followed shortly by freight and passenger service to Randolph, northeast of Northfield.

The completed route had no less than 30 stops carded. Population density refused to compliment ticket sales or property investment, though. Antlers Park did attract its quota of straw-hatted sports and Lakeville grew a little, but it wasn't enough to service the debt. The northern connection into the city, via the old 54th and Nicollet Avenue route, gave access to downtown via Twin Cities Lines trolleys, which terminated on the dusty road on the south edge of town. Today, most of this line remains as a freight and switching branch, known as the MN&S "High Line," to cement plants and other industries. Almost from the beginning, other attempts were made to put the road deeper into Minneapolis, to a downtown site if possible, but this would come later.

The gas-electric locomotives

A very interesting aspect of the Dan Patch at this time was its four GE locomotives, true pioneers in internal combustion. No. 100, which still survives today, preserved by the Minnesota Transportation Museum, was delivered in the summer of 1913. This little arch-roofed boxcab packed two standard 175-h.p. V-8 gas-electric motor car power plants into its riveted body, producing a true B-B locomotive with four GE-205 traction motors and 350 horsepower. Three near-duplicates, 101-103, were delivered in 1915, each capable of handling passenger specials as well as whatever freight work the road drummed up. No. 100 soon came to grief in a collision and was rebuilt with asymetrical ends and altered radiators, much as it appears today.

The Dan Patch also got its first steam locomotives, three Porter 2-6-0s, 200-202, in 1913. The four gas-electric locomotives were sold in 1918, with the 100 going to the nearby short line Minneapolis, Anoka & Cuyuna Range and the other three winding up on the West Coast with two becoming Visalia Electric 401-402 and the third becoming Pacific Electric 1501.

The little 100 then embarked on a rather bizarre career under the MA&CR, which was electrified at the

Dan Patch Electric Lines Motor Cars
(Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co.)

No./Name	Built	Builder	Notes
Ogerita	1906	Strang-Brill	Originally M&KI, to DPEL 1908, retired 1914.
Irene	1908	Strang-Brill	Originally M&KI, to DPEL 1910, rebuilt by GE 1913 and renamed *Marion;* to MNS as 15 in 1918.
Rosamond	1908	Strang-Brill	Originally M&KI, to DPEL 1910, retired 1914.
3	12/07	GE-Wason	Originally GE demonstrator 2, burned 1914.
4	5/11	GE-Wason	Sold 1916 Okmulgee Northern 109.
5	5/11	GE-Wason	Sold 1916 to JLC&E 110, became Frisco 2nd 2107.
6	2/11	GE-Wason	Sold 1916 Warren & Ouachita Valley 4.
7	7/11	GE-Wason	Wrecked 1914, rebuilt as baggage-trailer 200.
8	3/12	GE-Wason	Sold 1917 to SP&S, became W&OV 1.
9	5/12	GE-Wason	Sold 1916 Visalia Electric 450.
10	5/12	GE-Wason	Sold 1916 ONM&P, later Midland Valley 4.
11	8/13	GE-Wason	Sold 1916 SD&SE 41.
12	8/13	GE-Wason	Sold 1916 SD&SE 42.
13	7/15	GE-Wason	To MN&S 13, 1918.
14	8/15	GE-Wason	To MN&S 14, 1918.

DPEL Trailers

50-53	Ex-New York "El" cars.
54-62	Wason trailers, 1912-1913.
63-74	Brill trailers, 1915.

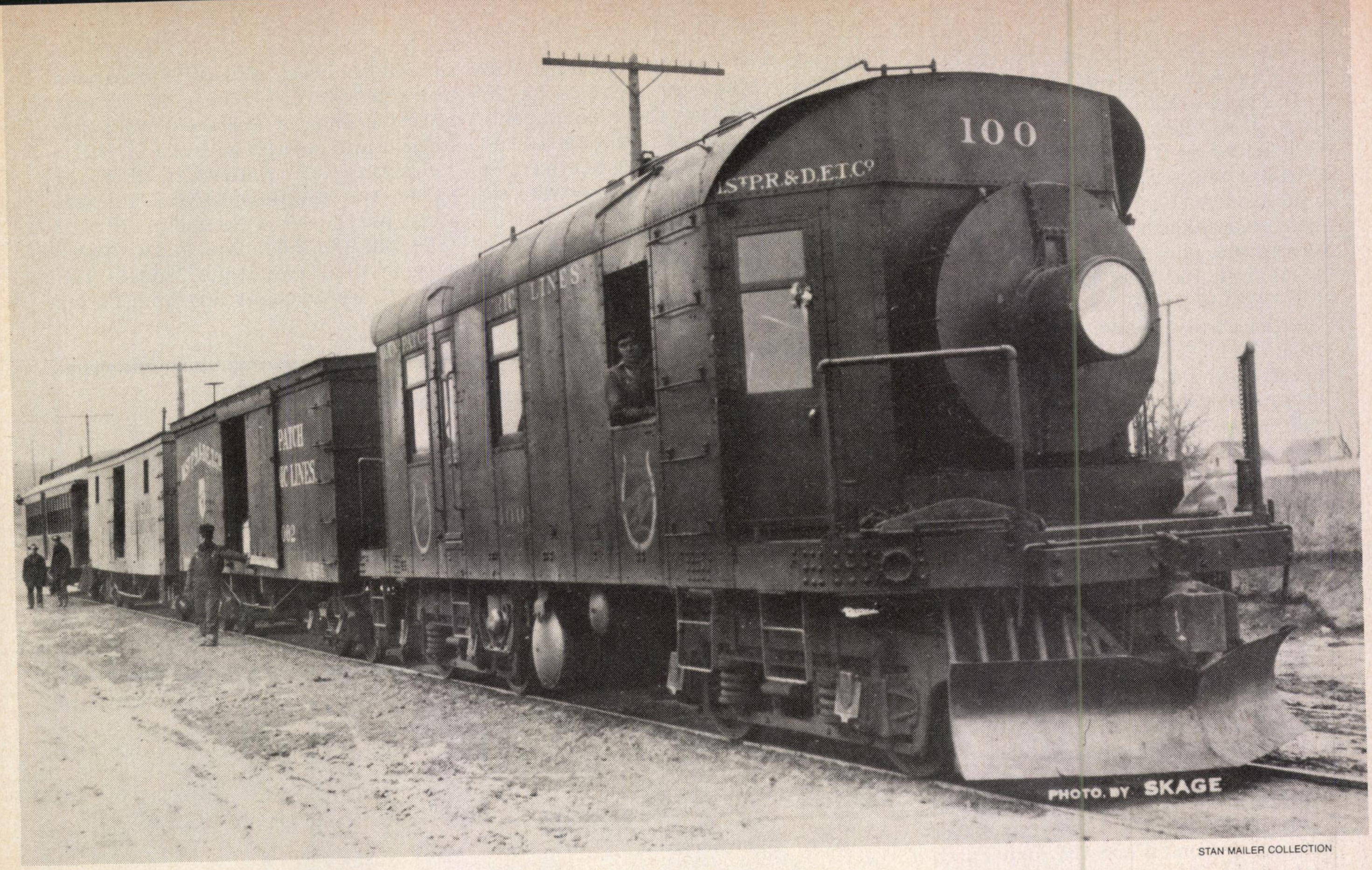
Dan Patch Electric Lines Locomotives

No.	Builder	Date	Type	Notes
100	GE	1913	350-h.p. B-B gas-elec.	To MA&CR 1918, preserved.
101-103	GE	1915	350-h.p. B-B gas-elec.	Sold 1918.
200	Porter	1915	2-6-0 (51″ drivers)	To MN&S 1918.
201-202	Porter	1915	2-6-0 (51″ drivers)	Sold 1918; 201 to MW.

Electric Short Line Motor Cars

No.	Built	Builder	Notes
300	5/09	GE-Wason	GE demonstrator 3.
301	7/14	GE-Wason	To Minnesota Northwestern 101.
302	2/06	GE-Barney & Smith	GE demonstrator 1/D&H 1000, rebuilt 6/14.
306	8/14	GE-Wason	Became MW 30.
308	3/15	GE-Wason	Became MW 32.
310	4/13	GE-Wason	GE demonstrator 24.
312	8/16	GE-Wason	To Midland Valley M-3, 1917.
304	5/13	Drake-St. Louis	Ex-MO&G (KO&G) 104.

MOTOR CAR ROSTERS compiled by Jim Boyd from August 1943 *Railroad* Magazine and data supplied by Edmund Keilty and Stan Miller.



STAN MAILER COLLECTION

A MILK TRAIN trails DPEL locomotive 100 in this circa-1914 view. The 100 was sold to the Minneapolis, Anoka & Cuyuna Range in 1918 and converted to straight electric, as it operated until 1957 when it was rebuilt (**below**) with a diesel engine.

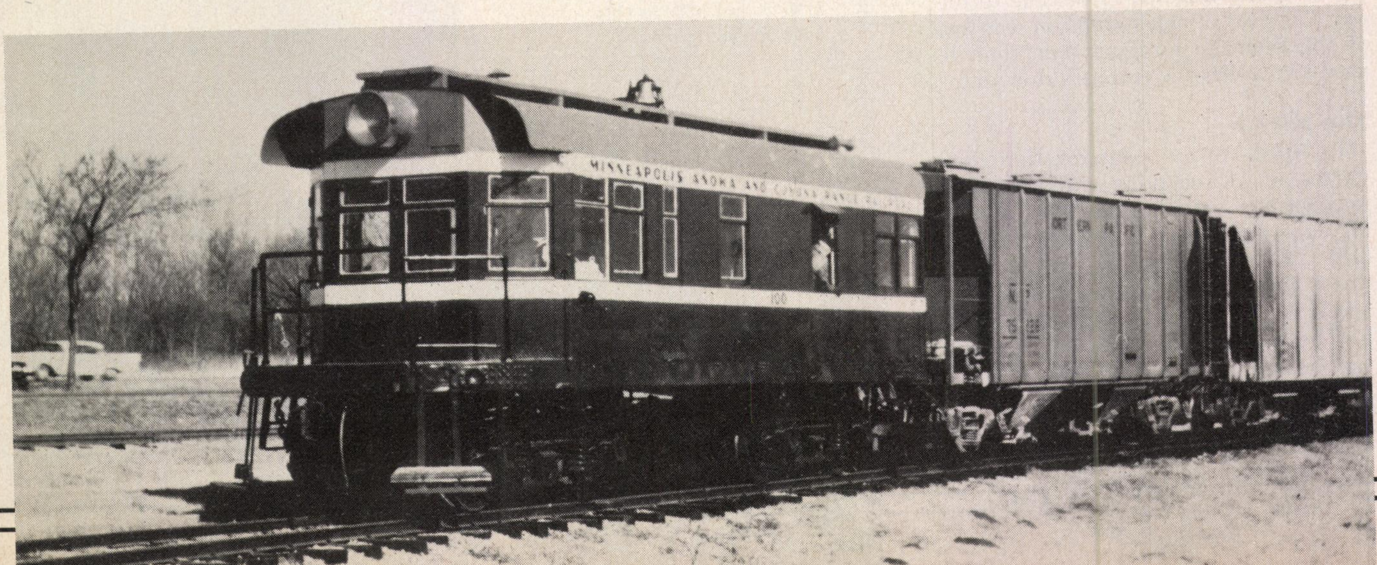
time. Its gas engines and generators were removed and it was rewired as a straight electric locomotive. It worked as a trolley locomotive for the next 40 years as the MA&CR gradually reduced its mileage to that of a short industrial switching line for Northern Pump Company in Minneapolis. When Northern Pump tore down the trolley wire in 1957, the railroad tossed a Waukesha diesel engine and generator back into the 100's cavernous little body and put it back to work as an internal-combustion locomotive again! It survived in regular service until the mid-1960s, when it was retired and slated for preservation.

Savage era ends

A strange thing happened to Colonel Savage and his horse: On the Fourth of July 1916, both became ill, Savage at age 57 and Dan Patch at age 20. Both died within hours of one another, and by the end of 1916 the Dan Patch Electric Lines went into receivership. The Savage empire steadily dissolved through 1916 as various committees rallied to maintain service. The entire estate was disposed of in short order; the stock farm was dismantled, and the nation's first all-gas-electric railroad—save for three Moguls—was looking for new owners.

As Dan Patch boosters sought a new organization for the road, another line with a similar history was expanding westward from Minneapolis toward Watertown, South Dakota. Begun in 1908, also as an electric line without overhead

RANDOLPH BROWN COLLECTION



PV119ED AVERY™

wires, the Electric Short Line Railway by January 1914 was operating ten miles west to Parker Lakes, Minn., also with gas-electric cars.

Founded by Colonel W. L. Luce, the ESL, or "Luce Line Electric Railway," operated with six GE-Wason motor cars, two of which were rebuilt GE demonstrators, plus a 1914-rebuild of GE's very first gas electric, demonstrator GE 1/D&H 1000, with a Barney & Smith carbody. In addition, it picked up from the KO&G a unique Drake motor car, another rarity on the rocky road to internal combustion locomotion. Basically a wooden interurban carbody, the Drake was built by St. Louis Car and had a six-cylinder engine of 90 horsepower.

By 1916 the Luce Line ran 54.4 miles to Hutchinson and rostered six motor cars, 21 trailers and four second-hand Northern Pacific steam locomotives. It scheduled about a half-dozen round trips a day out of Minneapolis, with half going all the way through to Hutchinson and the rest terminating 18 miles out at Stubbs Bay.

The Luce Line had faced the same problem as the Dan Patch in trying to penetrate downtown Minneapolis and being blocked by the existing street railway system. While the Dan Patch contented itself with the Nicollet trolley connection on the south side of town, the Luce Line resorted to what could be politely called a real estate scam. It set up the Glenwood Real Estate and Improvement Co. and began buying up lots on and along Glenwood Avenue in Minneapolis. When the real estate company acquired what it wanted, it deeded the property to the Luce Line and went out of business, leaving the Electric Short Line Terminal Railway with a right-of-way from its terminal site at 7th Street and Second Avenue North to Luce Line Junction, now Glenwood Junction (north of Olson Memorial Highway, just east of Highway 100).

In 1913 the Dan Patch had built its line from Auto Club Junction north to Luce Line Junction and promptly made use of the downtown Luce Line terminal. The cost of this extension was one of the financial burdens that contributed to the Savage empire's downfall.

The MN&S

In April 1918 a reorganization committee of Minneapolis and suburban businessmen were hard at work obtaining subscriptions to a $250,000 fund to bail the Dan Patch out. By July, a South Dakota corporation, the Minneapolis, Northfield & Southern Railway, had been formed to begin anew under the leadership of H.E. Pence, Sr. His group acquired three motor cars (14, 15 and 16) and Mogul 200 from the forclosure auction of Dan Patch equipment. Under auction, Mogul 201 went to the Luce Line, and all other serviceable equipment was scattered to buyers all across the country.

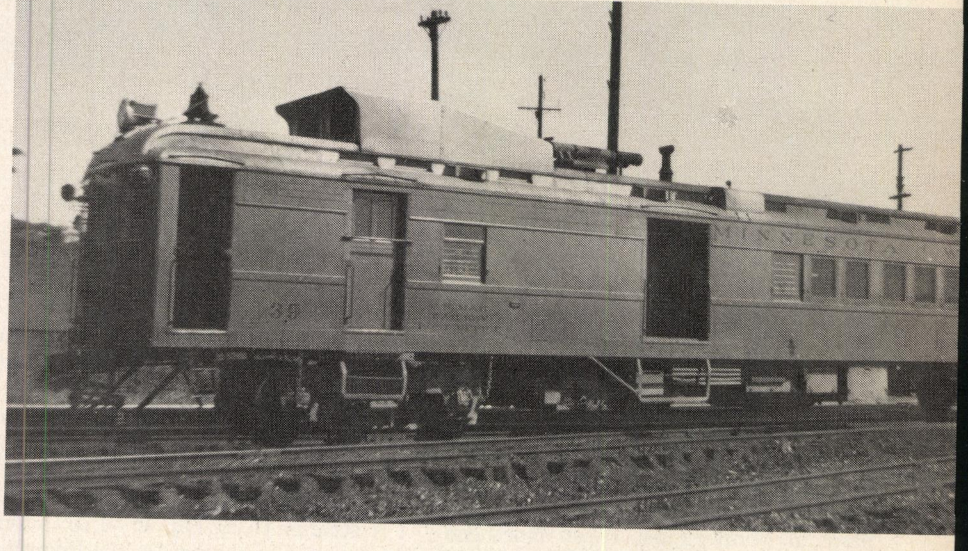
The Pence group put the railroad back in business in September 1918, and the idea of a terminal belt line around the west side of Minneapolis was probably firmly in mind, for any growth of the city westward could only bring it into contact with the MN&S.

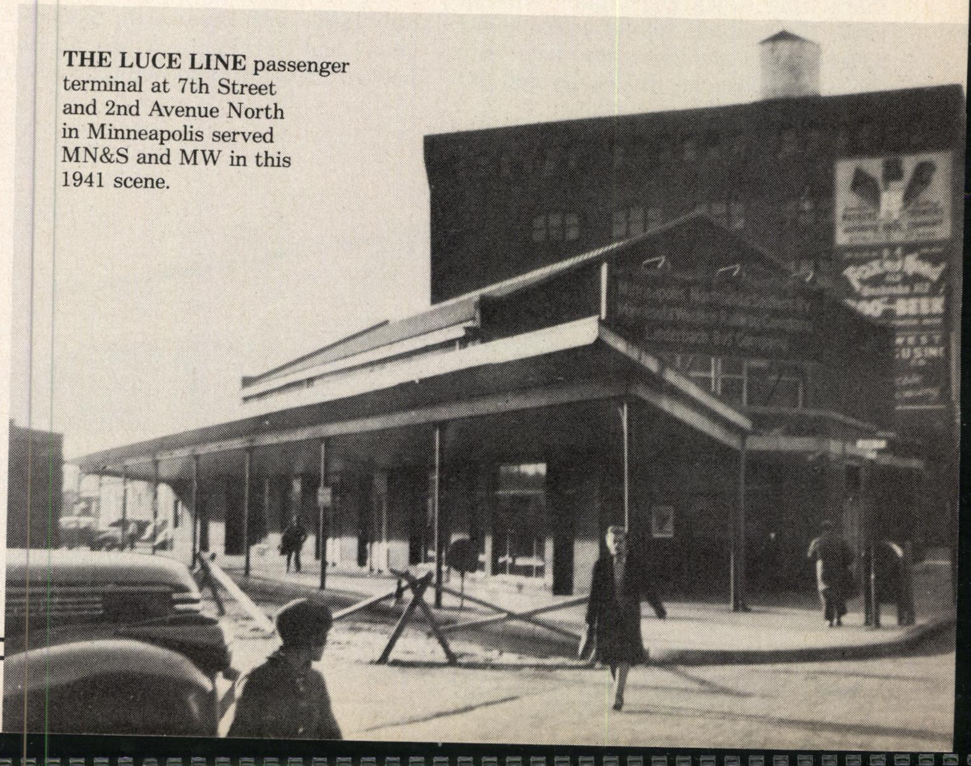
Starting out somewhat short of power, the fledgling MN&S immediately purchased a second-hand tiny 1889 Baldwin 2-6-0, No. 1. Two years later, in 1920, two larger Moguls, 100 and 101, were bought new from Porter

Minnesota Western Motor Cars

30	8/14	GE-Wason	ESL 306, scrapped 1936.
32	3/15	GE-Wason	ESL 308, scrapped 1936.
34	3/13	McKeen	Ex-Soo 1, acquired 1920, disposition unknown.
36	4/13	GE-Wason	Originally Chicago, Peoria & St. Louis 103, then Oklahoma, Kansas & Missouri 106, to MW in 1924, converted to trailer in 1942.
38	4/13	GE-Wason	CP&StL 102/OK&M 107, to MW 1924, scrapped circa 1949.
39	1926	Pullman	Originally DT&I 36, to MW in 1940.

THREE PHOTOS: N. FOSSE, STAN MAILER COLLECTION



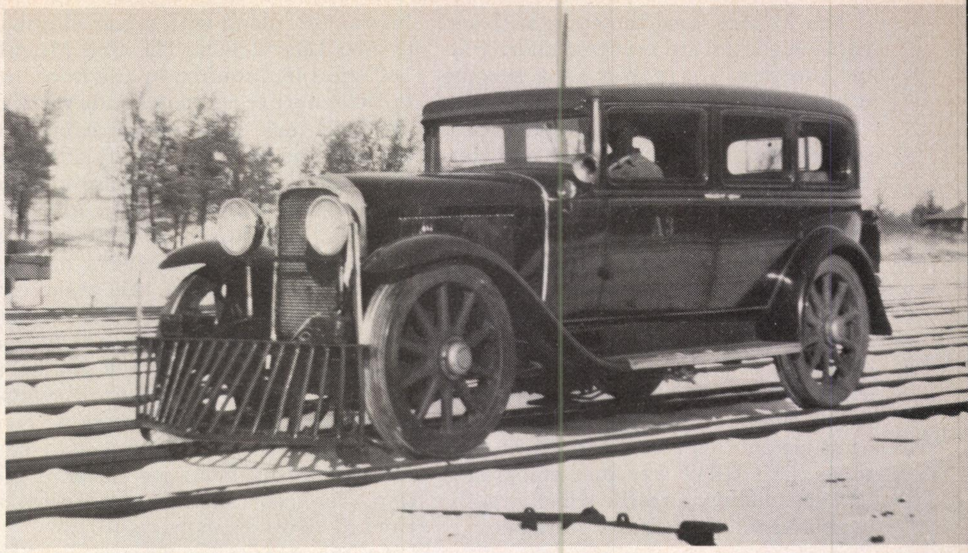


THE LUCE LINE passenger terminal at 7th Street and 2nd Avenue North in Minneapolis served MN&S and MW in this 1941 scene.

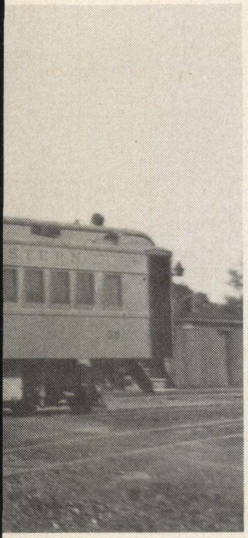
MINNEAPOLIS
NORTHFIELD AND SOUTHERN
RAILWAY

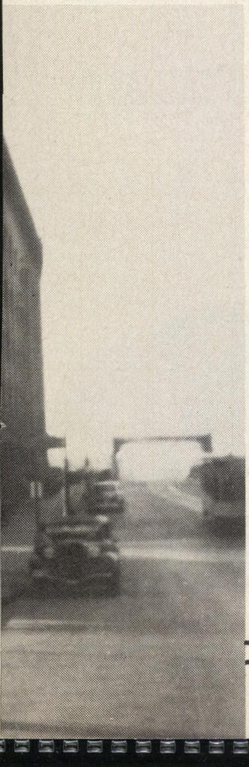
and the little One Spot was retired.

Passenger service using trackage rights to Randolph and Mankato, curtailed either because of the Dan Patch Electric Lines' demise or through USRA stringencies, was reinstated. After the bleak early 1920s had brought about more solid financial establishment for the MN&S, it began expansion northward from Soonor, a mile or two west of Glenwood Junction. This was the six-mile Minneapolis Industrial Railway, which gave MN&S a direct connection with Soo Line at Crystal. Trackage rights over Soo Line put MN&S into NP's Northtown Yard, utilizing the Grove Yard facility, and finally allowing MN&S to use Shoreham Yard of Soo Line. Four stalls of the Soo roundhouse were part of the arrangement. Thus the final pattern of the MN&S was complete, save for the cessation of Mankato service shortly after the onset of the Great Depression.



MOTOR "CAR" A3 would be a collector's prize today. Minnesota Western combine 39 (**below left**) came from DT&I in 1940 and was MW/MN&S' last motor car acquisition.





Minneapolis, Northfield & Southern Steam Roster

Number	Type	Builder	Date	Drivers	Notes
1	2-6-0	Baldwin	1889	60″	Acquired 1918, retired 1920.
100, 101	2-6-0	Porter	1920	53″	Bought new.
200	2-6-0	Porter	1915	51″	Acquired from DPEL 1918, retired 1931.
201	2-6-0	Porter	1915	51″	Ex-DPEL, acquired with MW 1927, retired 1934.
143, 146	2-6-0	American	1907	55″	Ex-Soo compounds, acquired with MW 1927, retired 1932.
300-302	2-6-2	American	1906	63″	Ex-NP Class-T's, acquired 1925, retired 1932.
400, 401	2-8-0	American	1907	56″	Ex-DM&N, acquired 1927, retired 1932 and 1936 resp.
402	2-8-0	American	1905	56″	Ex-DM&N, acquired 1927, retired circa 1949.
403	2-8-0	American	1905	56″	Ex-DM&N, acquired 1927, retired 1935.
404	2-8-0	American	1905	56″	Ex-DM&N, acquired 1927, retired circa 1949.
405	2-8-0	American	1907	56″	Ex-DM&N, acquired 1927, retired 1931.
500	2-10-0	Brooks	1917	52″	Ex-DT&I 300, acq. 1932; USRA 1066, Russian E1155.
501	2-10-0	Brooks	1917	52″	Ex-DT&I 301, acq. 1932; USRA 1067, Russian E1156.
502	2-10-0	Brooks	1917	52″	Ex-DT&I 302, acq. 1932; USRA 1068, Russian E1144.
503	2-10-0	Brooks	1918	52″	Ex-DT&I 308, acq. 1933; USRA 1081, Russian E1191.
504	2-10-0	Brooks	1918	52″	Ex-DT&I 314, acq. 1933; USRA 1096, Russian E1206.
505	2-10-0	Brooks	1918	52″	Ex-Erie 2464, acq. 1935; USRA 1077, Russian E1187.
506	2-10-0	Brooks	1918	52″	Ex-Erie 2494, acq. 1935; USRA 1125, used for parts only.
506 (2nd)	2-10-0	Baldwin	1944	52″	Ex-USSR Ea2379, acq. 1944.
507	2-10-0	Brooks	1918	52″	Ex-Erie 2450, USRA 1157, to AT&N 427 in 1943, to MN&S 1945.

Minneapolis, Northfield & Southern Motor Cars

No.	Built	Builder	Notes
12	1/16	GE-Wason	Originally FEC 200, to MN&S 4/21, retired 1942.
13 (16)	7/15	GE-Wason	DPEL 13, renumbered MN&S 16 in 1920, scrapped 1939.
14	8/15	GE-Wason	DPEL 14, retired 1942.
15	1908	GE-Brill	DPEL *Marion/Irene,* scrapped 1932.
55	6/12	Wason	Trailer, DPEL 55, retired 1942
59	4/13	Wason	Trailer, DPEL 59, retired 1942
A1	?/18	White	31-passenger railbus, built at company shop. Sold 1922.

The MN&S' last flirtation with expansion southward occurred shortly after the first World War as a scheme worked out to transport automobiles to the Minneapolis distribution area. Ultimately, Messrs. Win Stephens and Herbert Pence, both with considerable automotive interest, entered the picture. The Pence-Stephens group explored the idea of purchasing the Green Bay & Western and linking it on the west end via trackage rights on the C&NW from Winona to Zumbrota with a proposed extension of the MN&S. The GB&W's complex financial picture is cited as the major deterrent, and the group's autos went via another route. Indeed, at that time, the GB&W was just embarking on auto hauling, a traffic which greatly increased that company's fortunes.

The steam era

From a time of motor cars and Moguls, the 1920s found the MN&S in need of more steam power. In 1925 they picked up three T-class 2-6-2s from the Northern Pacific and numbered them 300-302. They saw duty until 1932, and it wouldn't be unreasonable to assume that the large Prairies were probably too slippery for the stiff grades out of the Minnesota River Valley. Much more practical were the six 93-ton C-3 Consolidations acquired in 1927 from the Duluth, Missabe & Northern (sister engines of that same class were sold many years later by the Missabe to the Duluth & Northeastern as their 27 and 28). The 400-405 were the "big engines" on the MN&S until the arrival of the first second-hand Russian Decapods in 1932. Four of the 2-8-0s were retired in the 1930s, but the 402 and 404 survived until the end of steam.

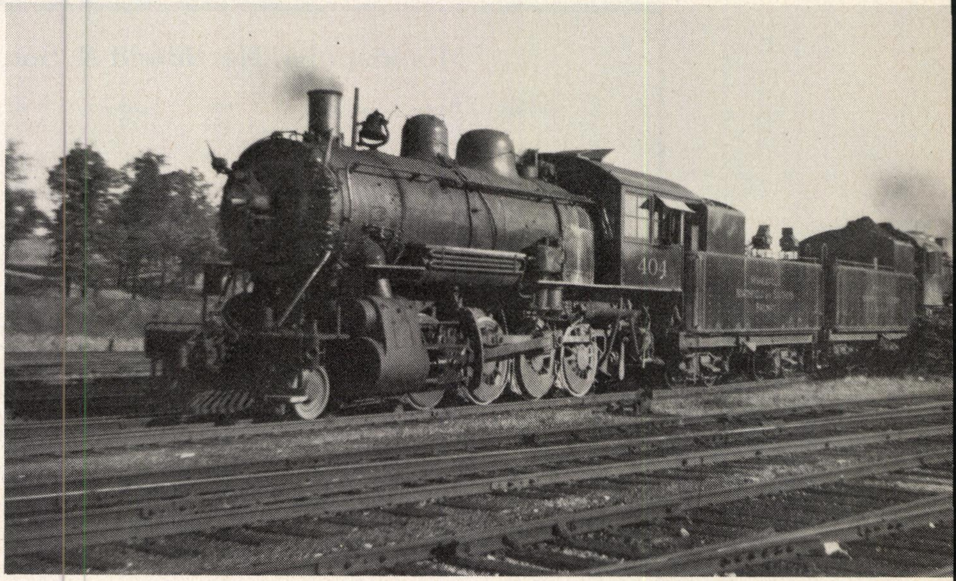
In 1927, about the same time as it picked up the Missabe 2-8-0s, the MN&S expanded in scope by taking over the operations—but not ownership—of the Luce Line Electric, which in 1924 had gone bankrupt and was reorganized as the Minnesota Western Railroad. By 1927 the MW stretched 115 miles from Minneapolis to its ultimate western terminus of Gluek (Wesota), Minnesota, forever falling short of Luce's intended destination in South Dakota.

The MW in 1927 rostered four motor cars which remained in operation under MN&S administration. The old Electric Short Line's sole McKeen car, the former Soo Line No. 1 (ESL 34), acquired in 1920, apparently didn't survive to the MN&S takeover in 1927, and the steam roster had evolved to a trio of second-hand 2-6-0s.

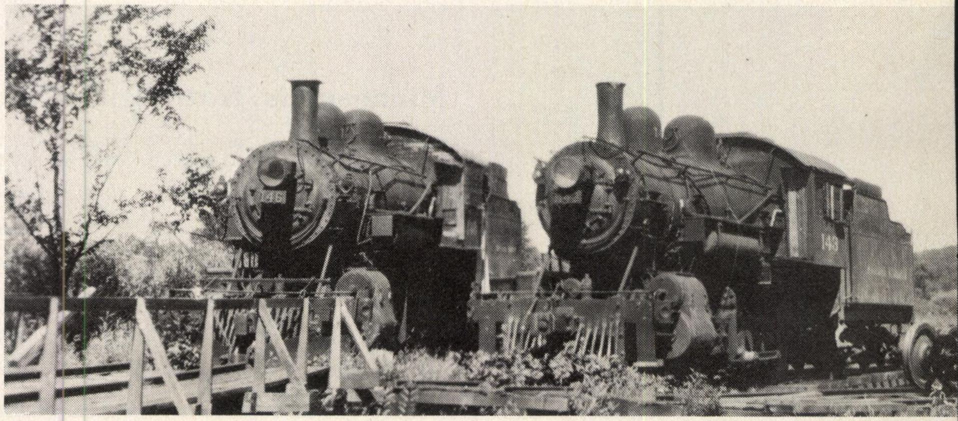
In assuming operations of the MW, the MN&S got back the old Dan Patch Mogul 201, along with a pair of unique ex-Soo Line 2-6-0s. The Soo Moguls, 143 and 146, acquired by the Luce Line in 1923, were cross compounds with one small 21-inch high pressure cylinder and a piston valve on the left side and a huge 32½-inch low pressure cylinder with a slide valve on the right side. They had added to the soot over Golden Valley throughout the 1920s as their smoke curled around the grain cars while their mis-matched cylinders produced an off-beat exhaust as they were "worked simple" until they got up to speed. When the intercepting valves slid over and they began working compound there was a different sound, that of only two soft beats per driver revolution. The two "slam-pounds" were retired in 1932.

In the passenger department, the MN&S entered the Depression with three motor cars from the Dan Patch Line: GE-Wasons 14 and 16, plus ex-*Marion* 15, which would be forever stamped with the term "Dan Patch cars," although that original company's existence was now history. They also had four orange GE-Wasons with silver roofs (30, 32, 36 and 38) from the Electric Short Line/Minnesota Western. A GE-Wason motor coach was acquired from the Florida East Coast, and as MN&S 12 it rounded out the gas-electric fleet until the former-DT&I 36 showed up in 1940. Built by Pullman, this new oddity (renumbered MW 39 to avoid conflict with MW's Wason 36) had two Hall-Scott engines under the floor. It gave the company its share of hard times in the maintenance arena and would be the last motor car acquired by MN&S/MW. The old *Marion*, car 15, was dropped from the roster in 1932, and the MW's two oldest Wasons (30 and 32) joined it in 1936, leaving the roads with five motor cars to begin the 1940s.

N. FOSSE, STAN MAILER COLLECTION



TWO EX-DM&N 2-8-0s are seen (**above**) at Glenwood in the early 1940s. The two ex-Soo compound 2-6-0s were dead at Glenwood (**below**) in July 1932. Russian 503 was at Shoreham in July 1947, while big Mogul 100 was photographed in April 1947.



WM. MONYPENY, STAN MAILER COLLECTION

The Russians and the War

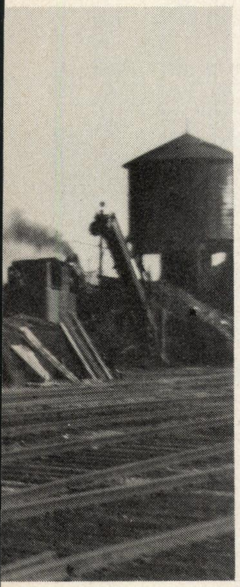
The MN&S is remembered in the steam world mostly for its group of Russian Decapods, which came from the DT&I and Erie—and Soviets, in a way. During the First World War, well over a thousand light 2-10-0s were ordered from U.S. and Canadian builders for the Russian State Railways. Delivery was made on 857 of the locomotives when the Bolshevik Revolution of 1917 forced cancellation of deliveries with nearly 200 more of the engines still in the U.S. or on the erecting floors. The USRA assumed responsibility for the stranded Russians and had construction completed on enough to fill out the fleet to exactly 200 locomotives, 100 from Alco and 100 from Baldwin. "Americanized" to standard gauge from the Russian five-foot gauge by the simple expedient of seven-inch wide driver tires, the 200 were assigned to a wide variety of U.S. railroads and ultimately served 42 different owners, among them the Erie and DT&I.

In 1932 the MN&S acquired its first three Russian Decapods, 500-502, from the DT&I, where they had been the 300-302 (USRA 1066-1068, originally to have been Russian State Railways E1155, E1156 and E1144). These were just what the railroad needed, and in 1933 they were followed up with two more: MN&S 503-504 were DT&I 308 and 314, originally USRA 1081 and 1096, Russian E1191 and E1206, respectively. (The DT&I had rostered a total of 15 Russians.) In 1935 the MN&S turned to the Erie for two more Russians. Erie 2464 (USRA 1077, Russian E1187) became MN&S 505, while Erie 2494 (USRA 1125, no Russian number) was acquired for parts and never really worked as MN&S 506.

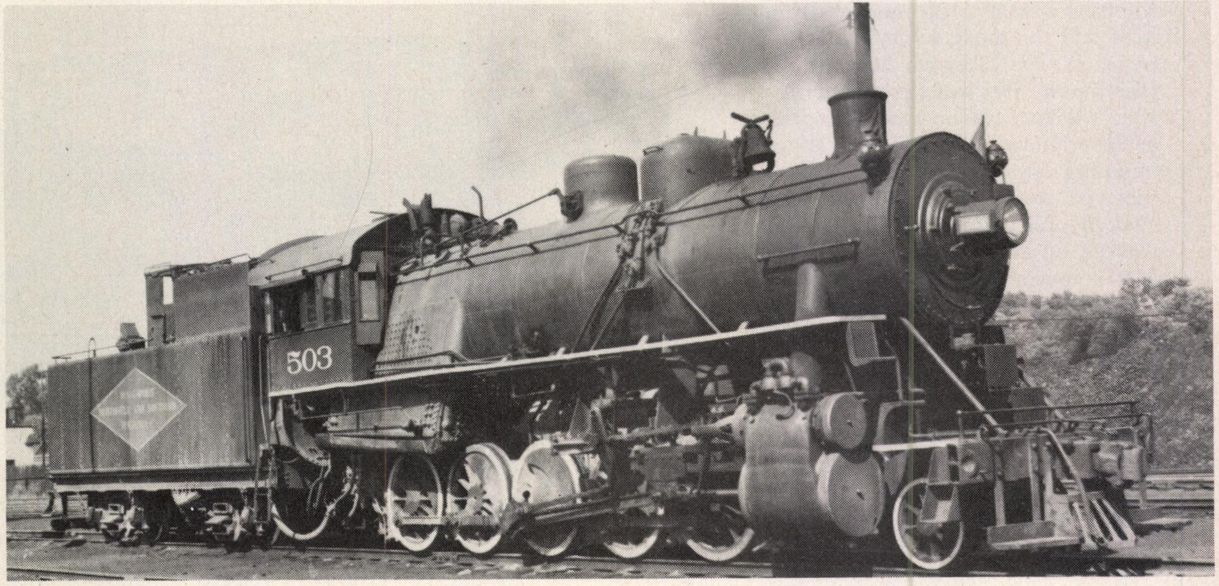
When the Second World War broke out, the Soviets became our allies; the Russian Decapod design was resurrected and over 2200 more were built and shipped to Russia. With over 3000 such locomotives built during the two wars, the Russian Decapod may be the largest class of locomotives ever built to a single general design.

At least one of the 1944-built Russians never made it overseas, though. It seems that Soviet Ea2379 was the victim of a capitalist crane which dropped a good socialist locomotive on the dock at Seattle. It went back to Baldwin for repairs, and the MN&S purchased the windfall as its second 506. On the MN&S, the new 506 seems to have inherited an NP-style headlight off one of the Missabe 2-8-0s.

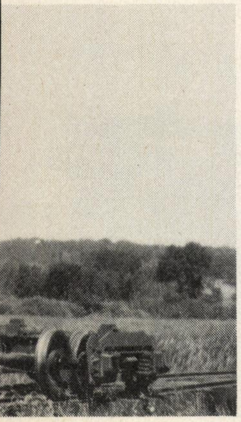
The 1944 Baldwin was not the MN&S' last Russian Decapod, though, for shortly thereafter it acquired from the Alabama, Tennessee & Northern their 427, which they had gotten in 1943 as Erie 2450, a 1918 Baldwin that had been USRA 1157. This ex-AT&N



K.L. ZURN, STAN MAILER COLLECTION



R.H. GRAHAM, STAN MAILER COLLECTLION



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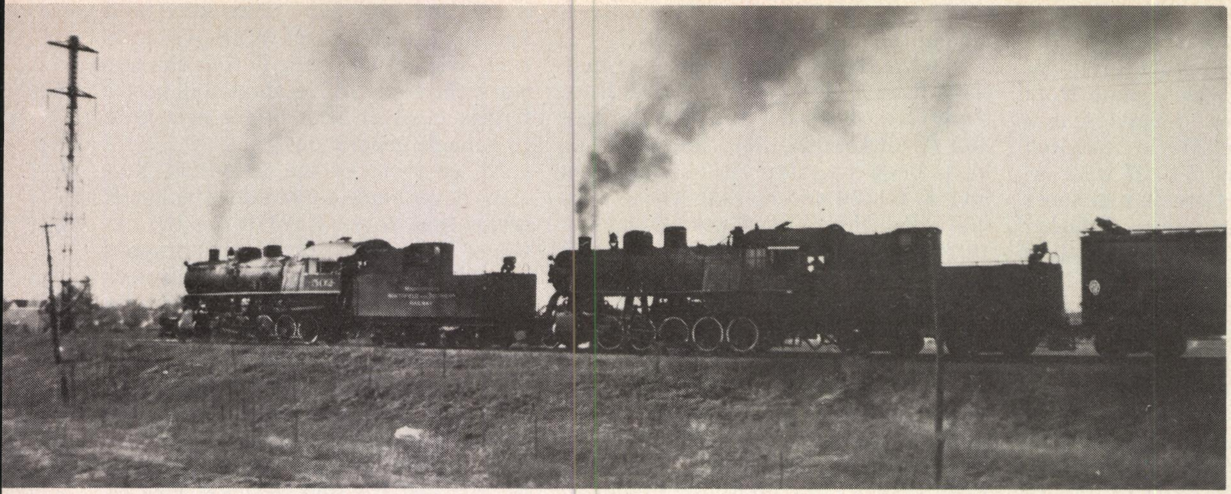
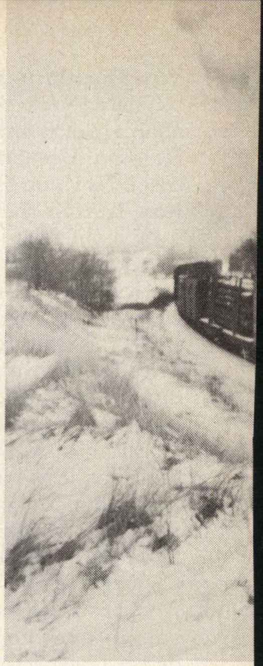
MINNEAPOLIS NORTHFIELD AND SOUTHERN RAILWAY



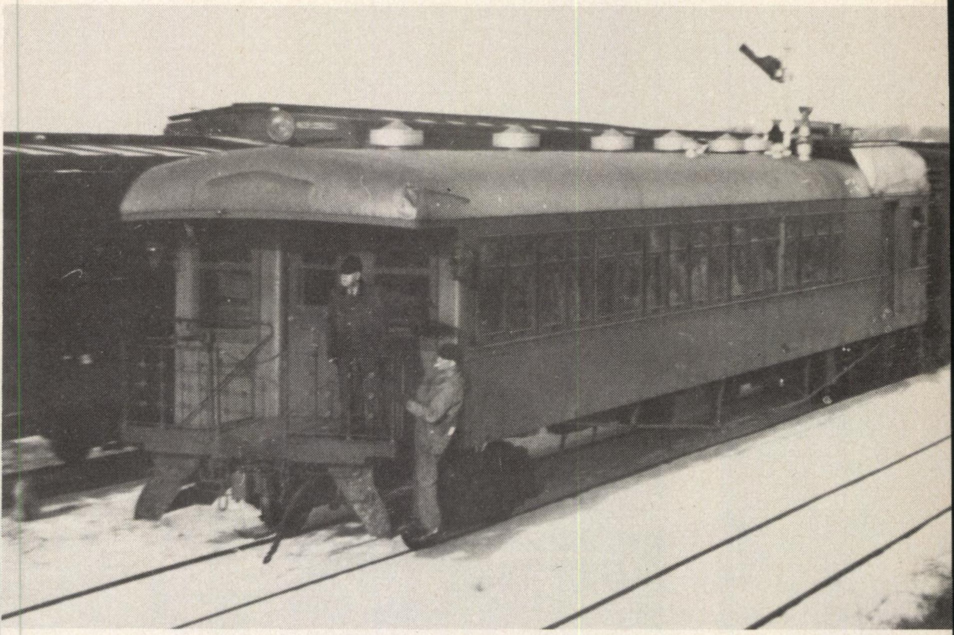


DOUBLEHEADED RUSSIANS were the rule in the 1940s as these views of 502/505 (**above**) and 507 and mate (**right**) show.

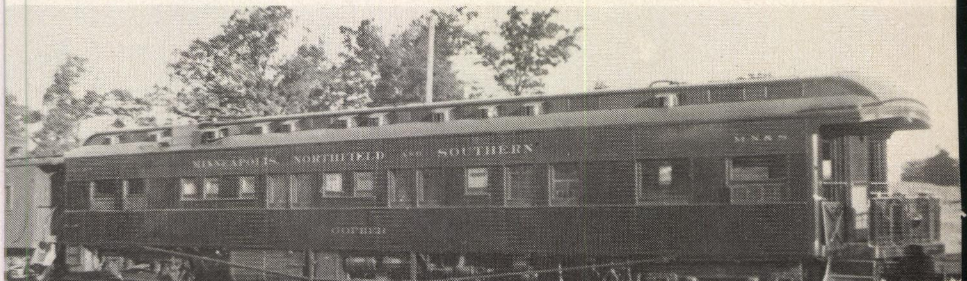
engine became MN&S 507, its last steam locomotive.

During the war years, with gas-rationing in effect, the MN&S/MW motor cars saw a trifle more patronage. MW had the most, as it alternated between the ex-DT&I car 39 and a spare Wason-GE. On weekends during the war, a Wason trailer was carried as far as Hutchinson, where it was left after handling large crowds. The trailer car received some attention, with a new coat of orange paint, while the shops worked up an imaginative alternative. MW's motor 36, another Wason-GE, had come to the end of things as a gas-electric, but the need for a spare coach was evident. The shops removed the GM-16 engine and electricals from the car and rearranged the space as observation-parlor! Looking much like the rear of NYC's *Mercury*, hardly anyone would detect the discrepancy—except, perhaps the veteran riders. Somehow, it may be that the observation car never was used, as no photos seem to exist of it. The MW originally had two business cars, *Gopher* and *Pheasant*, the latter leaving for duty on M&STL. *Gopher*, however, was (and is) still around, now to be found along the shores of Leech Lake, over 100 miles from its original home. *Gopher* at one time was used as a firing platform when officials would take their pheasant-hunting at trackside in an organized manner. With Mogul 100 shoving the car ahead at a brisk pace, the shot and shell flew from the car's open platform in a manner most efficient.

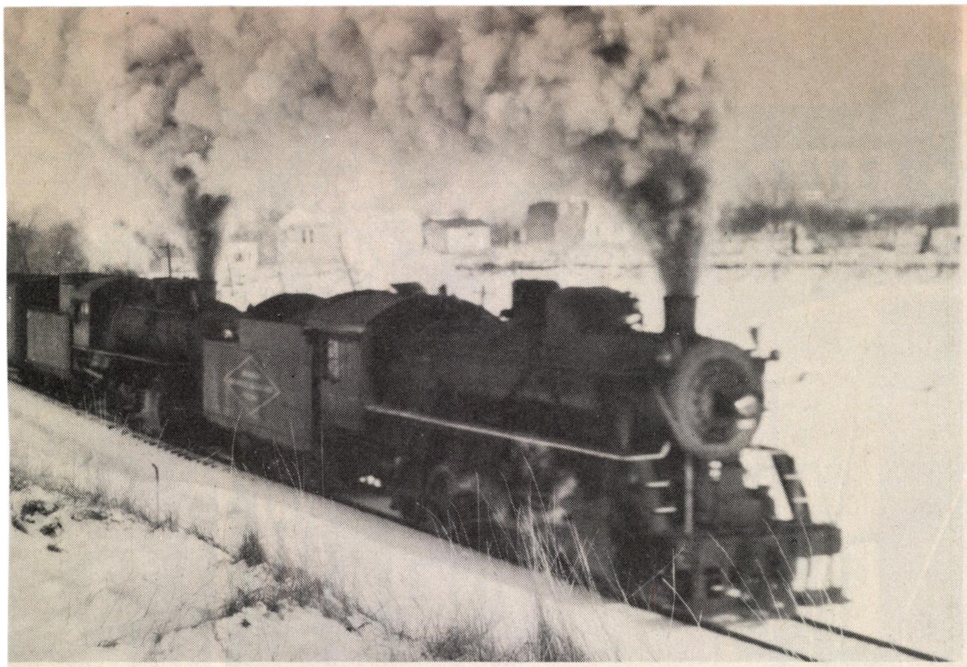
On the Northfield end, Motor 14 handled a hopeless task of passenger-only operation. While MW at least had the mails and its subsidy, the white bags took another route out of Northfield.



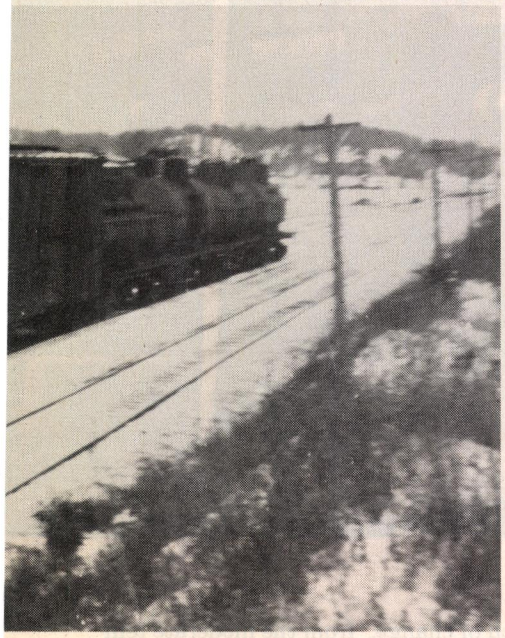
MN&S MOTOR CAR 12, originally FEC 200, worked as a switch engine at Glenwood between passenger runs in the early 1940s. Passenger service to Northfield ended in 1942 but continued on the Minnesota Western until 1949. The MN&S business car *Gopher* was one of two originally on the MW. 2-10-0 506 is the only World War II Russian on the MN&S. Built in 1944 and dropped on the dock in Seattle, USSR Ea2379 was rebuilt by Baldwin and sold to MN&S. It's shown (**right**) in Minneapolis in October 1947.



STAN MAILER COLLECTION



THREE PHOTOS: N. FOSSE, STAN MAILER COLLECTION



The Northfield car ran in from the south end in the morning, arriving at the old ESL terminal in time to utilize the car as a switcher. After a while, the car returned to its passenger duty and the return to Northfield. Rarely did one of the Wason trailers follow down to Northfield. Deficits finally got out of hand, and Motor 14 made the last Northfield run on April 30, 1942. In summer of 1943, the passenger train's regular engineer died, and as a final Dan Patch gesture, one of the motor cars was cranked up for a passenger extra at mid-day for the gentleman's funeral. Passenger operation on the MW continued until 1949.

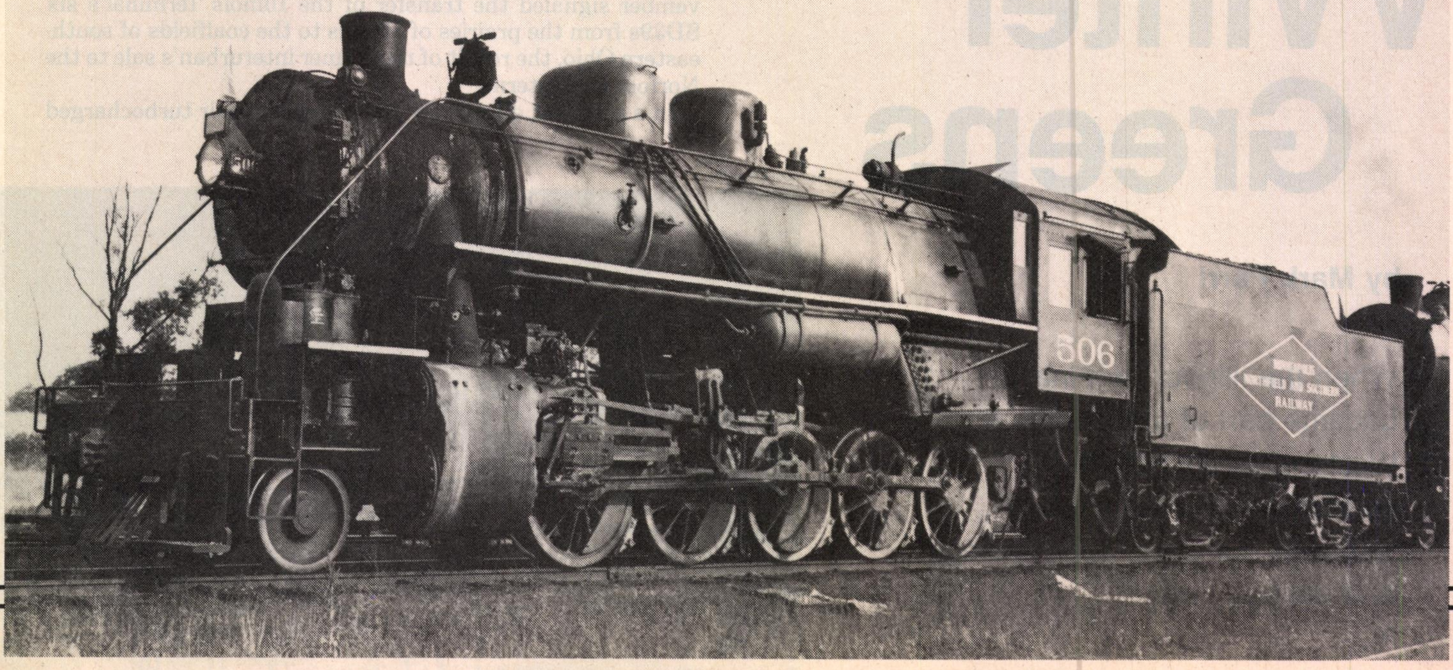
In freight service, the Decapods would chiefly run main line trains doubleheaded, for even with their ten drivers available, there was need for further adhesion and tractive effort. A need to be gentle in crosssing the Minnesota River bridge dictated that the steam power be split, with a few cars in between. Runs down to the GN transfer or elsewhere would operate without benefit of spacer cars. The operation practice at Northfield found the steam power running backwards with its train northeastward to Randolph after switching Northfield. The engine was kept at Randolph under the care of a night watchman, not far from the CGW depot, which also hosted that road's 2-10-4s and 2-6-2s. In the morning, after filling out with CGW transfer cars, the MN&S train would slip back south over the joint CGW/MN&S line to Northfield, where the engine was turned and then operated with its train to Glenwood Junction.

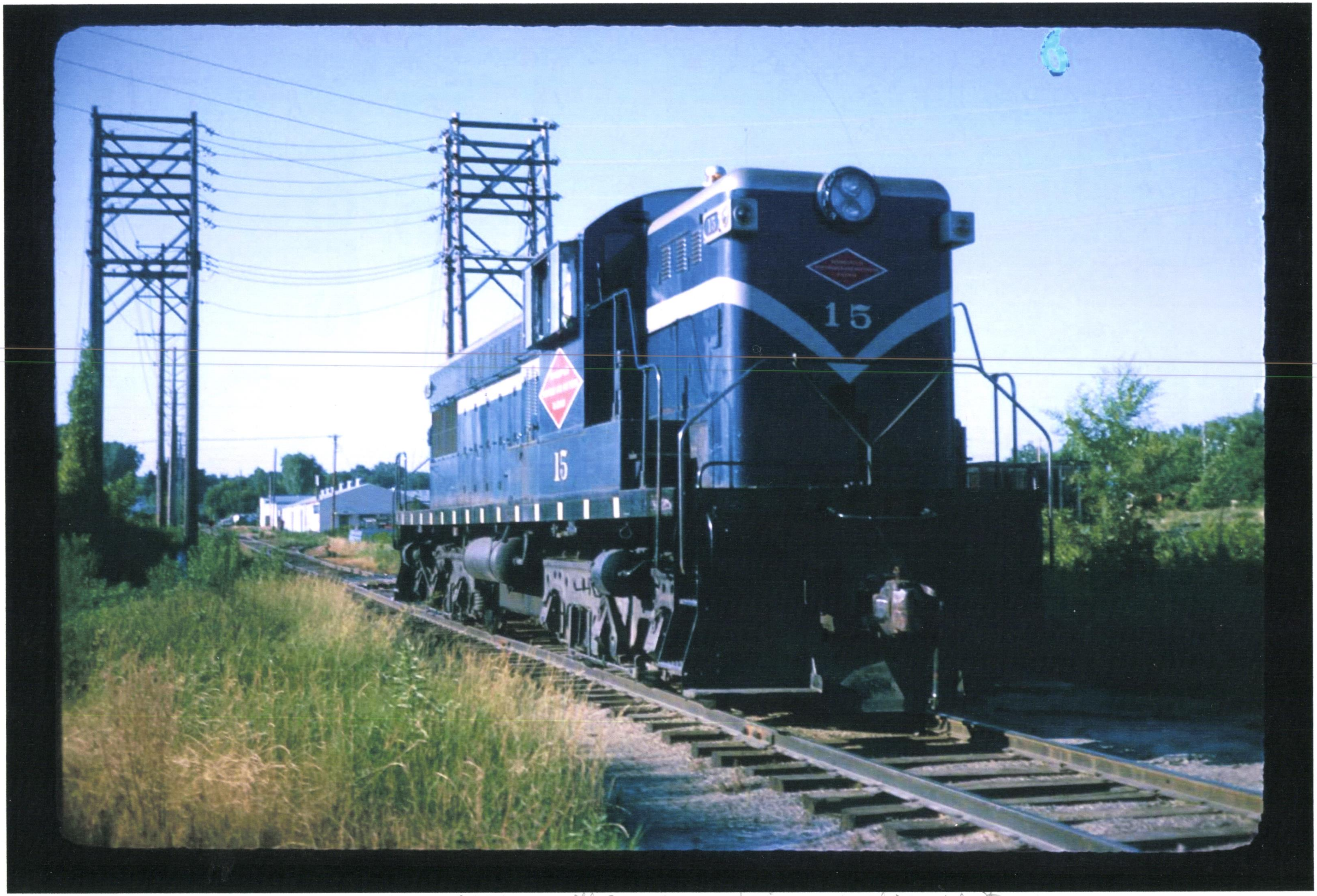
Epilogue

And that's where the Blue Dragon and other diesels come in. The MW dieselized with a Baldwin switcher and a pair of FMs, while the MN&S replaced its Russians and other steam locomotives with Baldwin centercabs and switchers before turning to EMD in the 1960s—as was related in the July '82 R&R.

The "First Quarter 1982" issue of the *Soo Liner* Magazine had a four-page feature on the MN&S in which it summarized the road's history and noted that: "In January 1982 an agreement was reached between the MN&S and Soo through which the Soo would acquire all of the stock of the carrier. The proposal is now before the ICC awaiting approval. When acquired, the MN&S will remain a separate corporate entity for the immediate future, but its operations will be consolidated with Soo's."

R.H. GRAHAM, STAN MAILER COLLECTION





Looking north from 61st (?) . A B Thompson Lbr Co. siding Simmons Woodworking Co. in distance

FINANCIAL DATA FOR THE MINNEAPOLIS NORTHFIELD & SOUTHERN RAILWAY

OWNERSHIP

The application to the I.C.C. for the 1978 re-organization included information pertaining to stock ownership.

Minneapolis, Northfield & Southern Railway, a South Dakota corporation, is controlled by the Pence Auto Co., a Minnesota corporation which owns 22,899 shares amounting to 99.6% of the outstanding shares; said shares are held in the name of Fait & Co. which is a nominee name used by the Trust Dept. of Northwestern National Bank of Minneapolis which is fiscal agent for Pence Auto Co. (My note: Ganus V. Fait was Vice President and Assistant Secretary of the bank in 1944.)

Pence Auto Co. has outstanding 6,028 shares of common stock, all of which are owned either directly or indirectly through trusts in which Northwestern National Bank of Minneapolis is trustee for the benefit of six members of the family of Harry E. Pence who died in 1931. The names of the beneficiaries of the direct holdings and of the trusts referred to and the number of shares of Pence Auto Co. held by or for their benefit are:

Charlotte P. Waldron is the beneficiary of a testamentary trust created by her father, Harry E. Pence, Sr., who died in 1931 holding 957 shares; she is the beneficiary of 500 shares held by an inter vivos trust created by her mother, Dorothy D. Pence; and she owns 50% of the outstanding stock of Pence Realty Company which holds 1,600 shares of Pence Auto Co. and thus, through that company, she is the beneficial owner of 800 shares; and she holds directly 157 shares; all of these add up to 2,414 shares.

William P. Waldron and Barbara P. Bellows each are the beneficiaries 300 shares in each of two trusts created by their grandmother, Dorothy Pence, by agreement during her lifetime.

Virginia D. Pence, the widow of Harry E. Pence, Jr. who died on July 19, 1978, is the designated beneficiary of two trusts to be created under the will of her husband, and the estate now holds an indirect interest in 800 shares of Pence Auto Co. through Pence Realty Co. and 157 shares outright; in addition she owns 239.25 shares under the Harry E. Pence, Sr. trust. These all add up to a total of 1196.25 shares.

Barbara Morley, a daughter of Harry E. Pence, Jr. and Virginia D. Pence, is the beneficiary of 300 shares through a Dorothy D. Pence trust under agreement and owns outright an additional 658.875 shares which are held for her by Northwestern National Bank of Minneapolis as special agent. All of these add up to 958.75 shares.

Pamela B. Wipperman directly owns 358.875 shares and is the beneficiary of 500 shares held under a trust created by her grandmother, Dorothy D. Pence, deceased. These add up to a total for her of 858.875 shares.

The business address of all these beneficiaries is c/o Trust Dept. of Northwestern National Bank of Minneapolis, 620 Marquette Ave., Minneapolis, Minnesota 55402.

This is my Summarization

Harry E. Pence, Sr.
Dorothy D. Pence (Dorothy Draper) (married 2-9-1898)
  Harry E. Pence, Jr. (son)/ Virginia D. Pence (wife)
    Barbara Morley (daughter)
    Pamela Wipperman (daughter)
  Charlotte P. Waldron (daughter)/William L. Waldron (husband)
    William P. Waldron (son)
    Barbara P. Bellows (daughter)

(Charlotte Waldron was born in 1906 and died May 25, 1990.)

Pence Auto(mobile) Co.

Pence Realty Co.			1,600 shares
Charlotte P. Waldron		800 shares	
Estate of Harry E. Pence, Jr.		800 shares	
Charlotte P. Waldron	(900 + 500 + 157)		1,614 shares
William P. Waldron			300 "
Barbara P. Bellows			300 "
Virginia D. Pence	(157 + 239.25)		396.25 "
Barbara Morley	(300 + 658.875)		958.875 "
Pamela Wipperman	(500 + 358.875)		858.875 "
Total			6,028 "

MINNEAPOLIS NORTHFIELD & SOUTHERN RAILWAY
COST OF ROAD & EQUIPMENT

Year Ended 31-Dec		Way and Structures	Equipment	General & Misc.	Total
	5-1-1918 Opening Balance				1,058,413
1918	Additions & Betterments	32,321	9,183	7,388	48,842
					1,107,255
1919	Additions & Betterments	101,361	4,049	6,983	112,394
					1,219,648
1920	Additions & Betterments	90,734	63,820	12,396	166,950
					1,386,599
1921	Additions & Betterments	(720,126)	27,071	399	(692,656)
					693,943
Adjustment Annual Report Differences					(3,284)
					690,659
1922	Additions & Betterments	38,125	(262)	750	38,612
					729,271
1923	Additions & Betterments	84,548	6,655		91,203
					820,474
1924	Additions & Betterments	49,271	856		50,127
					870,601
1925	Additions & Betterments	49,532	49,675		99,207
					969,808
1926	New Lines & Extensions				194,054
	Additons & Betterments	60,492	30,616	(11,504)	79,605
					1,243,466
1927	New Lines & Extensions				331,892
	Additions & Betterments	35,923	35,172		71,095
					1,646,454
1928	Additions & Betterments	17,752	33,760	24	51,536
					1,697,990
1929	Additions & Betterments	125,646	42,987	2,952	171,495
					1,869,485
1930	Additions & Betterments	37,985	(1,443)	985	37,527
					1,907,012
1931	Additions & Betterments	7,186	(26,977)	5	(19,786)
					1,887,226
1932	Additions & Betterments	65,870	(73,117)		(7,247)
					1,879,979
1933	Additions & Betterments	1,325	16,274		17,599
					1,897,578
1934	Additions & Betterments	37,388	18,441		55,829
					1,953,407
1935	Additions & Betterments	23,470		6,972	30,442
					1,983,949
1936	Additions & Betterments	17,484	(1,222)		16,262
					2,000,111
1937	Additions & Betterments	23,948	1,833		25,781
					2,025,892
Totals agree thru 12-31-1936. Total per Books 12-31-1937					2,026,672

Moody's Manual 1922

MINNEAPOLIS, NORTHFIELD & SOUTHERN RY.—Inc. in July, 1918, in So. Dak. to take over the property of the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co., sold at auction July 29, 1918, for $350,000 to Harlan P. Roberts. (See 1918 **Public Utility Manual**, page 1929.) On Aug 7, 1918, the company was licensed to do business in Minnesota. Connects Minneapolis, St. Louis Park, Savage, Lakeville, Northfield and intermediate points. Length of line, 52 miles. On Nov 19, 1918, the company resumed operation of the cut-off from Auto Junction to Luce Line Junction and thence to Minneapolis. Built entirely on private right of way. Operated by unit power car system. Equipment: Gas-electric passenger cars, 3; trail passenger cars, 4; other cars, 60; steam locomotive, 1.

Capital Stock.—Authorized, $500,000; outstanding, $288,600; par, $100. No funded debt.

Income Account, year ended Dec 31, 1921.—Earnings: Passenger, $105,736; freight, $204,193; other, $41,983—total, $351,912. Expenses: Operating, $314,556; taxes, $17,151—total, $331,707. Net earnings from operation, $20,205; other income, $1,245—total income, $21,450. Deductions: Interest, $19,163; rentals, etc., $65,982; other deductions, $74; dividend appropriations of income, $3,275—total, $88,494. Deficit for year, $67,044.

GENERAL BALANCE SHEET, DECEMBER 31.

Assets—	1921.	1920.
Road and equipment	$693,943	$1,386,599
Materials and supplies	42,031	25,740
Cash	22,498	34,504
Bills and notes receivable	37,805	54,348
Special deposits	939	540
Deferred assets	2,012	1,986
Unadjusted debits	18,518	6,543
Profit and loss	111,183	28,302
Total	$928,929	$1,538,562

Liabilities—	1921.	1920.
Common stock	$305,700	$305,700
Preferred stock	46,800	46,800
Current liabilities	542,942	333,656
Accr. interest, taxes, etc.	9,695	6,484
Other liabilities	23,792	7,014
Corporate surplus	......	838,907
Total	$928,929	$1,538,562

Officers: Jas. H. Ellison, Pres.; H. A. Whittier, V P; W. O. Winston, Treas.; R. H. Benham, Sec., Minneapolis, Minn. **Directors:** H. A. Whittier, Northfield, Minn.; W. F. Roche, Lakeville, Minn.; John B. Irwin, Richfield, Minn.; F. T. Day, Waseca, Minn.; R. H. Benham, Orchard Gardens, Minn.; W. O. Winston, Jas. H. Ellison, W. L. Harris, C. C. Wagner, A. D. Walker, Julius Rosholt, Minneapolis, Minn.

General Office, Minneapolis, Minn.

AVERY®
POLY VU

MINNEAPOLIS, NORTHFIELD & SOUTHERN RAILWAY
INTERSTATE COMMERCE COMMISSION VALUATION
AS OF JUNE 30, 1920

1. Mileage figures:

54th St.,Minneapolis to Northfield	37.703 miles
Auto Club to Luce Line Junction	14.274 miles
Subtotal	51.977 miles
Sidings and Yard Tracks	7.293 miles
Total	59.270 miles

2. Interchange connections:
   Minneapolis: Chicago, Burlington & Quincy Railroad
   Minneapolis: Great Northern Railway
   Luce Line Jct.: Electric Short Line Terminal Co.
   Luce Line Jct.: Electric Short Line Railway.
   Savage: Chicago, St.Paul, Minneapolis & Omaha Railway.
   Northfield: Chicago Great Western Railroad.

3. Equipment: 1 steam locomotive, 19 freight cars, 8 passenger cars, and 4 work cars.

4. Also acquired with the foreclosure sale 8-6-1918:
   (a) jointly owned, with Electric Short Line Railway, terminal and depot facilities in Minneapolis;
   (b) about 13 miles of right-of-way and certain grading between Northfield and Faribault (present value $29,850);
   (c) three short pieces of track between its property and the line of the Electric Short Line Terminal Co. used but not owned; used exclusively under a claim of right for which it pays no rental.

5. Trackage rights over 3.333 miles of double track of the Electric Short Line Terminal Company from Luce Line Jct. to the passenger station at 3rd Ave. N. and 7th St. N., Minneapolis. Agreement dated 11-18-1918 for an indefinite period, on a per car basis.

EXPLANATORY TEXT

MINNEAPOLIS, NORTHFIELD AND SOUTHERN RAILWAY

1. DESCRIPTION OF ROAD.

The Minneapolis, Northfield and Southern Railway was incorporated June 21, 1918 under the general laws of the State of South Dakota, as successor to the Minneapolis, St.Paul, Rochester and Dubuque Electric Traction Company. The latter company was incorporated September 18, 1907 and constructed the entire road now being operated.

This carrier owns and operates a single track, standard gauge, steam railroad, extending from 54th Street and Nicollet Avenue, Minneapolis, in a southerly direction to Northfield, and from Luce Line Junction to Auto Club, all within the State of Minnesota. On valuation date, the carrier had acquired right-of-way and completed certain grading for an extension of the railroad from Northfield to Faribault, a distance of about 13 miles.

The carrier has trackage rights over the tracks of the Electric Short Line Terminal Company from Luce Line Junction to passenger station located at Seventh Street and Third Avenue North, Minneapolis, a distance of 3.333 miles.

Connections are made with other roads for the interchange of traffic, as follows:

Name of Railroad	Connecting Point
Chicago, Burlington & Quincy Railroad Company	Minneapolis, Minn.
Chicago Great Western Railroad Company	Northfield, Minn.
Chicago, Saint Paul, Minneapolis and Omaha Railway Company	Savage, Minn.
Electric Short Line Railway Company	Luce Line Jct., Minn.
Electric Short Line Terminal Company	" " " "
Great Northern Railway Company	Minneapolis, Minn.

2. MILEAGE AND VALUATION SECTIONS.

Wholly Owned and Used

			Minnesota		
Val. Sec. No.	From	To	First Main Track Miles	Yard Tracks & Sidings	Total All Tracks
1	Minneapolis	Northfield	37.703	6.152	43.855
1A	Luce Line Junction	Auto Club	14.274	1.141	15.415
	Total for State		51.977	7.293	59.270

3. CHARACTERISTICS OF COUNTRY.

The country traversed from Luce Line Junction to Lakeville is a rough, glaciated region necessitating many curves, heavy grades and earthwork. The remainder of the country is slightly undulating with moderately light grading and many long stretches of tangent track. The road crosses the Minnesota River near Savage, Minn. The soil is a sandy loam running to clay where erosion is heavy in the rougher sections. Some rock cuts were encountered in the excavation.

Agriculture is highly developed along the greater portion of the line. Truck gardening is engaged in quite extensively near Minneapolis. The principal crops are grain and hay. Some stock raising and dairying are also carried on.

The industrial developments of Minneapolis furnish much of the carrier's business. Several flour mills are located along the line while milk products are manufactured at Northfield.

4. ROAD.

The grading for the entire road is comparatively heavy, averaging about 31,000 cubic yards per mile, and is practically all common material.

Metal bridges are principally of the through plate girder and I-Beam span type. The most important bridge on the road is the crossing of the Minnesota River, which consists of one 250 ft. through truss swing span, carrying one track and highway, on three concrete and steel piers. Trestle bridges are quite numerous.

4. **ROAD.** (Cont'd.)

Cross ties in main track average about 2700 to the mile and are of cedar and tamarack with a small percent of oak.

The main track is laid entirely with new 80 pound rail.

The road is ballasted with gravel.

5. **EQUIPMENT.**

The equipment owned and used by this carrier consists of 1 steam locomotive, 12 box cars, 1 caboose car, 6 flat cars, 8 passenger train cars, and 4 units of work equipment.

On equipment purchased secondhand the cost of reproduction new herein is its secondhand reproduction cost. The cost of reproduction less depreciation for such equipment was computed by applying a condition per cent of the property in its second cycle of use to its secondhand cost.

6. **ENGINEERING AND GENERAL EXPENDITURES.**

Account 1 - Engineering:

Engineering has been estimated at 4 per cent upon Road Accounts 3 to 47, inclusive.

Accounts 71 to 77 - General Expenditures:

General Expenditures, Accounts 71 to 77, exclusive of Account 76, have been estimated at 1-1/2 per cent upon Road Accounts 1 to 47, exclusive of Account 2, Land.

Interest During Construction, Account 76, has been estimated at the rate of 6 per cent per annum, for one half the construction period plus 3 months upon Road Accounts 1 to 47, exclusive of Account 2, Land and upon General Expenditures, Accounts 71 to 77, exclusive of Account 76, and for 3 months upon Equipment Accounts 51 to 58 inclusive.

It has been estimated that the following periods would be required for the construction of this property:

Valuation	Section	1-Minn.	16 months
"	"	1A- "	12 "

7. **GENERAL INFORMATION.**

Joint property is not of sufficient significance to require being reported as a separate valuation section and is described as a separate item upon the assembly sheet and the interest of the carrier under valuation is carried into the columns, Cost of Reproduction New and Cost of Reproduction Less Depreciation and is subsequently treated as property wholly owned.

The Electric Short Line Terminal Company is the only carrier interested in such parcels of property as they appear upon the assembly sheets in this report.

(a) **Grading:** Grading has been computed on the one-way basis with 500 ft. free haul for team work and 5000 feet free haul for train work.

(b) **Shrinkage:** Ten per cent has been added to all embankment and to ballast quantities for shrinkage.

(c) **Waste:** The following percentages of actual quantities have been added for waste:

Spikes	3 per cent
Bolts	1 " "
Angle bars	2 " "
Nut locks	2 " "

(d) **Salvage:** Salvage and scrap values are as follows:

Rail relay	$22.50 per gross ton
" scrap	11.00 " " "
Angle bars relay	1.00 " cwt.
" " scrap	0.45 " "
Other track fastenings except spikes	0.45 " "
Structural bridge steel	8.00 per net ton
Shop machinery	10.00 " " "
Locomotives and metal parts of cars	10.00 " " "

(e) **Material Yard Expenses:** Material yard expense has been estimated as follows:

Rail	0.50 per gross ton
Other track material	0.50 " net ton
Cross ties	0.03 each
Switch and bridge ties	1.00 per M.B.M.

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner Minneapolis, Northfield and Southern Railway

6/30/20

Sheet No. .... of this valuation section.

Val. Section No. Unallocated, ... Miles Main Line, ... Miles all Tracks.*

Approved: John H. Thompson

LOCATION.

Where but a single percentage is stated it represents both per cents.

CHARACTER OF PROPERTY AND DESCRIPTION. (1)	Condition Per Cent.	Per Cent of Cost New. (2)	UNIT.	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4) $	New, Total. (5) $	Less Depreciation (6) $
Acct. No. 51 Title STEAM LOCOMOTIVES (I. C. C. classification.)							
No. 200; H.K. Porter Co.; 1914; type 2-6-0; freight service; cylinders 18" x 24"; total light weight 71 tons	82	83	each	1		11,088	9,[illegible]
Total for Account 51		83		1		11,0[illegible]	[illegible]
Account No. 53 - FREIGHT-TRAIN CARS							
Gon cars -							
Nos. 1001, 1004 - [illegible] Co. 1912-13 - wood body and underframe archbar trucks - capacity 50000 lbs. 2nd hand	100	100		2	384	768	768
Nos. 2[illegible]02-2542 - J.G.Brill Co. 1915 - wood body and steel underframe arch bar truck - capacity [illegible]000 lbs.	87	89		10	1064	10,640	[illegible],[illegible]35
Caboose car -							
No. 51 Co. shops rebuilt 1919 wood body and underframe length 30' arch bar elliptical spring trucks	64	69		1	850	850	587
Flat cars -							
Nos. 503-506, Gen. Amer. Car Co. 1912 - wood underframe arch bar trucks - capacity 50000 lbs.	100	100		4	326	1,304	1,304
No. 515-516 Peteler Car Co. 1912 - wood underframe arch bar trucks - capacity 50000 lbs.	100	100		2	300	600	[illegible]
Total for Account 53		90		19		[illegible]	[illegible]
Account 54 - PASSENGER-TRAIN CARS							
Passenger (Gas Motor)							
No. 1 - White 2 ton chassis with body built on 30' long capacity 31 people 1918	68	68	each	1		[illegible]	[illegible]
Passenger electric -							
No. 10-14 Gen.Elec. & Wasson Mfg.Co. 1915 - steel body and underframe length overall 70'10" 1 steel 4 wheel truck front truck motor	86	86	"	2	24313	48,626	41,[illegible]
No. 15 - Gen.Elec. & Brill Co. 1913-1915 - steel body and underframe length 63' - 4 wheel steel truck front truck motor	80	80	"	1		20,[illegible]37	16,[illegible]74
Passenger cars (used as trailers)							
No. 55-69 - Wasson Mfg.Co. 1911 length 48'6" steel body and underframe - 91 passenger built up steel 4 wheel trucks	92	92	"	2	6157	12,314	11,[illegible]7
Mail cars -							
Nos. 200 - Gen.Elec.Co. 1910 - length 40' steel body and underframe - built - 4 wheel truck	82	83		1	5352	5,352	4,442
No. 210 - rebuilt by carrier from pass. cars 1915 steel body and underframe built up steel 4 wheel truck	90	90		1	5600	[illegible]	[illegible]
Total Account 54		[illegible]4		[illegible]		102,[illegible]14	[illegible]

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Minneapolis, Northfield and Southern Railway

Val. Section No. [illegible]

Miles Main Line, Miles all Tracks.*

Sheet No. of this valuation section.

Approved: John [illegible]

LOCATION.

Where but a single percentage is stated it represents both per cents.

Acct. No. 57 Title WORK EQUIPMENT (I. C. C. classification.)

CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New. (2)	UNIT.	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4) $	New, Total. (5) $	Less Depreciation (6) $
Outfit Box Bunk.							
No. 100, rebuilt by Co. 1919 length 37' wood body and underframe capy. 50000 archbar trucks	75	79	each	1		661	5[illegible]
No. 1502 rebuilt by co. 1912 length 45' capy. 60000 lbs. 4 wheel archbar trucks	72	77	"	1		566	[illegible]
Outfit flat tool car							
No. 514 - rebuilt at co. shops 1919 length 34' wood under frame capy. 60000 archbar 4 wheel trucks	76	78	"	1		914	7[illegible]
Outfit Gondola -							
No. 101 - Builder unknown 1911 - length 28' capacity 30000 lbs. archbar trucks	100	100		1		[illegible]	[illegible]
Total Account 57		80		4		2,429	1,[illegible]

VALUATION DOCKET No. 915

MINNEAPOLIS, NORTHFIELD AND SOUTHERN RAILWAY

Submitted May 28, 1927. Decided January 13, 1928

Final value for rate-making purposes of the property of the Minneapolis, Northfield and Southern Railway, owned and used for common-carrier purposes, found to be $1,690,000, as of June 30, 1920.

Robert Driscoll and *Grant L. Martin* for Minneapolis, Northfield and Southern Railway.

REPORT OF THE COMMISSION

DIVISION 1, COMMISSIONERS MEYER, AITCHISON, AND LEWIS

BY DIVISION 1:

A tentative valuation as of June 30, 1920, of the property of the Minneapolis, Northfield and Southern Railway, hereinafter called the carrier, was completed and notice thereof was given to the carrier and other interested parties on November 30, 1926. The carrier and the Minnesota Railroad & Warehouse Commission filed protests within the statutory period. A hearing has been had and briefs have been filed.

On date of valuation the carrier owned and operated a single-track, standard-gauge, steam railroad, extending from Minneapolis, Minn., to Northfield, Minn., 37.703 miles, with a branch from Luce Line Junction, Minn., to Auto Club, Minn., 14.274 miles. It also owned 7.293 miles of yard tracks and sidings. In addition it jointly owned and used with another carrier certain terminal and depot facilities in Minneapolis.

The protest of the carrier is directed in part against the rules, methods, and principles employed by us in the preparation of the tentative valuation. No evidence was offered in support of these general objections, which have been considered and overruled in previously decided cases. Counsel for the carrier, however, reserved the right to introduce evidence in respect to issues raised by its protest in connection with the revision and correction of our tentative valuation if, and when, our rulings thereon may for any cause be changed. Our discussion in this report will be limited to such matters of protest as were presented at the hearing.

COST OF REPRODUCTION

At the hearing an exhibit was submitted for the record setting forth certain minor changes in the engineering report which are now recommended by engineers of our Bureau of Valuation. These changes result from correction of errors in computation, the inclusion of property omitted from the tentative valuation, and the reclassification of certain other property. They are approved and the tentative valuation will be modified accordingly.

The carrier contends that our cost of reproduction estimates are inadequate, and in support thereof its witness testified that we have failed to include in our inventory certain quantities of grading, ties, rails, other track material, culverts, and a gasoline pump and motor. He also stated that certain of its ties and rail had been erroneously classified. His testimony was based upon an examination of the field notes shortly prior to the hearing. An engineer of our Bureau of Valuation testified that a careful check had been made of the engineering report of this carrier and that the recommended changes heretofore approved are the result of that check. It appears that the materials which the carrier contends were omitted from the tentative valuation were, for the most part, included in the engineering report under accounts other than the ones in which the carrier's witness expected to find them. Other apparent discrepancies between the field notes and the tentative valuation are explained as resulting from revisions in quantities due to corrections. The contention that certain ties and rail have been erroneously classified is unsupported and our check of the field notes does not sustain the carrier's position in this respect. The evidence does not justify the modifications of the tentative valuation which the carrier seeks.

The carrier contends further that we have erred in omitting from the engineering report a locomotive which its witness testified was in service on valuation date as a relief engine. It appears that this locomotive was sold less than two months subsequent to valuation date. Reports filed with us by the carrier show that it was out of service on that date. Under the circumstances we approve the omission.

INDUSTRY TRACKS

The predecessor of the carrier constructed 2,095 feet of spur track over land then owned by Henry Bachman, in consideration of certain grading work performed by him on its main line. On date of valuation, in addition to serving Bachman's successors in business the carrier made deliveries over this spur to two small industrial concerns and to the general public by means of a road located on land owned by Bachman or his sons. The record shows, however, that such deliveries were made with the permission of the owners of the land. The carrier protests the omission from its valuation of the ties, rails, and other material in this track. A statement was incorporated in the record, in which a son of Bachman states that neither he, his brothers, nor Henry Bachman claim ownership of the track or track material, but that they do claim ownership of the land on which this track is located. The evidence in this proceeding is not convincing that the carrier has an unrestricted right to the use of the track in question and it must be classed as an industry track. The land upon which the track is located was, therefore, properly excluded from the land report. Ownership of the track appears to be definitely established in the carrier and it will be included in our inventory of property owned and used by the carrier. The tentative valuation will be modified accordingly.

NONCARRIER PROPERTY

The carrier acquired its property by purchase from the Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Company, at foreclosure sale, August 6, 1918. In addition to the line which it now operates, it acquired about 13 miles of right of way and certain grading for an extension from Northfield to Faribault, Minn. This property, which has never been used by the carrier, has been included in the tentative valuation as noncarrier property at a present value of $29,850.45. The carrier protests that this right of way, with its improvements, should be classified as owned and used for common-carrier purposes. The carrier argues that it had acquired this property for the purpose of constructing an extension of its line from Northfield to Faribault as soon as it was financially able and that its use in common-carrier service was therefore imminent on valuation date. Operation of such a line was put into effect by the carrier in 1921 over tracks leased from the Great Western Railway for a period of 10 years. Lands held for the construction of new lines are not considered common-carrier property until the lines are put in operation. *Chicago, Burlington & Quincy R. R. Co.*, 134 I. C. C. 1, 39. Our tentative valuation in this respect is approved.

PROPERTY USED BUT NOT OWNED

The carrier operates over three short pieces of trackage between its property and the line of the Electric Short Line Terminal Company. It contends that this trackage, which we inventoried as owned and used by the last-named company, should be included in the tentative valuation of its property as used but not owned. Its witness testified that it uses these three sections of track exclusively under a claim of right, for which use it pays no rental. A further investigation of this matter was made subsequently in connection with the valuation of the property of the Electric Short Line Terminal Company. At the hearing on the protest against the tentative valuation of that company, at which this carrier did not appear, testimony was offered to show that a predecessor of the carrier built these tracks under provisions of a contract with the predecessor of the terminal company granting to the former's predecessor trackage rights into the city of Minneapolis, but which provided that in the event that a specified monthly rental was not paid within a certain period the ownership of the tracks was to be forfeited to the predecessor of the latter company. It appears that the tracks in question were constructed in 1914 and 1915 and that two or three years subsequently, when the immediate predecessor of the carrier, the Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Company, was in the hands of a receiver the rent was not paid and the forfeiture was made. A witness of the terminal company testified that on date of valuation the tracks were used by it for interchange purposes jointly with the carrier. Subsequent to the close of that hearing the carrier and terminal company were requested to reach an agreement with reference to this matter and submit a stipulation with respect thereto for the record. This request was not complied with nor was any reason given by the carrier for its failure to do so. Under the circumstances no change is required in the tentative valuation.

LAND

The land report includes 172.35 acres of land with a present value of $66,442, classified as used but not owned, leased from private parties. These lands are held under instruments which convey perpetual easements to the carrier for its right of way. The carrier contends that its rights under these instruments are as full and complete as if it had deeds conveying fee title and that the lands should be classified as owned and used. This contention is sustained and the tentative valuation will be modified accordingly.

WORKING CAPITAL

The tentative valuation contains an item of $20,000 for working capital, consisting wholly of material and supplies. The carrier protests that this sum is inadequate. In support of this protest its witness testified that the property had been turned over to it by a receiver in poor condition and without supplies or funds with which to purchase them. It appears from the carrier's returns to our questionnaire that on date of valuation all material and supplies other than fuel were charged at purchase directly to the accounts affected. The witness stated that in his opinion the carrier would need an investment of from $35,000 to $40,000 therefor. No data were offered in support of his opinion. The carrier contends further that $12,939, the amount of cash on hand, should be included in the tentative valuation. This contention was unsupported by evidence. Our analysis of the carrier's actual experience, set forth in detail in Appendix 3, shows that cash is received by the carrier in ample time to meet its expenses of operation, and that no cash working capital was used.

The amount included in the tentative valuation for working capital is approved.

FINAL VALUE

The books of the carrier record an investment of $1,300,389.55 in carrier property, including lands. If certain readjustments were made, as indicated by our accounting examination, this amount would be reduced to $461,482.47. The cost of reproduction new and the cost of reproduction less depreciation we find to be $1,485,999 and $1,277,513, respectively. The present value of carrier lands owned and used by the carrier, determined in accordance with our usual methods, is $370,799.

The estimates of cost of reproduction covered by this report are based on the 1914 level of prices, while the present value of the common-carrier lands covered by the report is based upon the fair average of the normal market value of lands adjoining and adjacent to the rights of way, yards, and terminals of the carrier, as of valuation date. This discrepancy will be removed when we adjust to later dates, in accordance with the requirements of the valuation act, the final value herein reported.

We find that the value for rate-making purposes of the property of the carrier, owned and used for purposes of a common carrier, is $1,690,000.

An order will be entered in accordance with our findings.

ORDER

Entered January 13, 1928

This case having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and said division having, on the date hereof, made and filed a report containing its conclusions thereon, which report is hereby referred to and made a part hereof:

It is ordered, That the following be, and it is hereby declared to be, the final valuation of the property of the Minneapolis, Northfield and Southern Railway, as of June 30, 1920:

Location and general description of property.—The railroad of the Minneapolis, Northfield and Southern Railway, herein called the carrier, is a single-track, standard-gauge, steam railroad, located in southeastern Minnesota. The main lines extend from Fifty-fourth Street and Nicollet Avenue, in the city of Minneapolis, in a southerly direction to Northfield, 37.703 miles, and from Luce Line Junction, near the west line of the city of Minneapolis, to Auto Club, 14.274 miles. The company owns 51.977 miles of main track and 7.293 miles of yard tracks and sidings. Its road thus embraces 59.270 miles of all tracks owned and used. It also jointly owns and uses with another carrier terminal and depot facilities in Minneapolis. The carrier has trackage rights over 3.333 miles of double-track road of the Electric Short Line Terminal Company, extending from Luce Line Junction to the passenger station at Seventh Street and Third Avenue north, in the city of Minneapolis. On valuation date the carrier owned right of way and grading for an extension from Northfield to Faribault, Minn., about 13 miles.

Capital stock and long-term debt.—The carrier has outstanding on date of valuation $354,100 par value of stocks, of which $305,200 is common and $48,900 is preferred. There is no outstanding long-term debt.

Results of corporate operations.—The carrier has operated the property from August 6, 1918, to date of valuation, during which period the aggregate railway operating expenses have been 92.16 per cent of the railway operating revenues. A predecessor operated the property from July 4, 1910, to August 5, 1918, during which time the railway operating expenses were 147.03 per cent of the railway operating revenues. No dividends have been declared.

Original cost to date.—The original cost to date of the common-carrier property of the carrier can not be ascertained as the necessary records are not obtainable. Such information respecting actual expenditures as can be ascertained is stated in Appendix 2.

Investment in road and equipment.—The investment of the carrier in road and equipment, including land, on date of valuation is stated in its books as $1,300,389.55. If certain readjustments were made as indicated by our accounting examination, this amount would be reduced to $461,482.47, of which $6,500 represents the par value of capital stock issued, the cash value of which at the time of the transaction we are not able to report because it has been impossible to obtain the information. There may be included in the amount above stated some or all of the cost of the noncarrier lands and structures owned. Further information will be found in Appendix 2.

Cost of reproduction new and cost of reproduction less depreciation.—The cost of reproduction new and cost of reproduction less depreciation of all common-carrier property, other than land and material and supplies, owned and used by the carrier, including its portions of jointly owned minor facilities, are $1,485,999 and $1,277,513, respectively. These amounts, classified in conformity with the classification of expenditures for road and equipment as prescribed by us, are shown in the summary sheet in Appendix 1.

Cost of lands, rights of way, and terminals at time of dedication to public use, and their present value.—The carrier owns and uses for common-carrier purposes 559.17 acres of lands. The total original cost of these lands can not be ascertained as the necessary records are not obtainable, but data on their cost will be found in Appendix 2. The present value of these lands is $370,799. The carrier's portion of jointly owned lands is included in the wholly owned lands.

Property held for purposes other than those of a common carrier.—The carrier owns and holds for noncarrier purposes 117.67 acres of lands. The original cost of these lands can not be ascertained, as the necessary records are not obtainable, but data on their cost will be found in Appendix 2. Their present value is $29,850. The present value of noncarrier structures on carrier land, which consist of that portion of the bridge, including trestle, over the Minnesota River, used for highway purposes, is $6,084.

The carrier owns and holds cash on hand and material and supplies in the amount of $31,681. Upon consideration of the data set forth in Appendix 3, we find that $20,000 is necessary for its use as working capital, and that sum is included in the final value stated elsewhere in this report. The remainder, $11,681, is owned and held by the carrier for noncarrier purposes.

Aids, gifts, grants of rights of way, and donations.—Of the lands included in the preceding statements of lands owned by the carrier, 183.84 acres of carrier lands, present value $78,070, and 2.10 acres of noncarrier lands, present value $368, were acquired through aids. Title to these lands was acquired through deeds reciting merely nominal considerations. We are not able to report their value at the time acquired.

Material and supplies.—The book value of the material and supplies on hand on date of valuation is shown in the records of the carrier as $18,741.98.

Final value.—After careful consideration of all facts herein contained, including appreciation, depreciation, going-concern value, working capital, and all other matters which appear to have a bearing upon the value here reported, the value for rate-making purposes of the property of the carrier owned and used for common-carrier purposes is found to be $1,690,000. The sum of $20,000 is included in the value stated on account of working capital, consisting entirely of material and supplies. No other values or elements of value to which specific sums can now be ascribed are found to exist.

Appendixes.—Attached hereto and made a part hereof are Appendixes 1, 2, and 3. Appendix 1 gives the explanatory text and a summary sheet showing the classification of the cost of reproduction new and cost of reproduction less depreciation above set forth, in conformity with the classification of expenditures for road and equipment prescribed by us. Appendix 2 shows in detail the history and organization of the present and predecessor corporations; moneys and other considerations received by reason of issues of stocks, bonds, and other securities, together with the syndicating, banking, and other financial arrangements attending their issue; the net and gross earnings; the development of fixed physical property; investment in road and equipment; the cost of lands, rights of way, and terminals; the general balance sheet statement; and other pertinent information. Appendix 3 is a statement of the method for determining working capital.

Reference is made to Appendix 3, *Texas Midland Railroad*, 75 I. C. C. 1, 108, which is hereby made a part hereof, for a statement of the methods employed and of the reasons for the differences between the various cost values reported.

The accounting, engineering, and land reports, copies of which have been furnished to interested parties and the State officials of the State in which the carrier embraced in this proceeding is situated, give the details respecting the figures here reported, and are on file in the Bureau of Valuation of the commission, open to public inspection, and subject to the direction of Congress. These reports are referred to for greater particularity as to the matters herein stated.

APPENDIX 1

Traffic connections.—The carrier has connections with other carriers for interchange of traffic as follows:

Carrier	Connecting point
Chicago, Burlington & Quincy Railroad Company	Minneapolis, Minn.
Chicago Great Western Railroad Company	Northfield, Minn.
Chicago, Saint Paul, Minneapolis and Omaha Railway Company	Savage, Minn.
Electric Short Line Railway Company	Luce Line Junction, Minn.
Electric Short Line Terminal Company	Luce Line Junction, Minn.
Great Northern Railway Company	Minneapolis, Minn.

Physical conditions affecting construction.—The country traversed by this road from Luce Line Junction to Lakeville is a rough, glaciated region necessitating many curves, heavy grades, and earthwork. The remainder of the country is slightly undulating, with moderately light grading and many long stretches of tangent track. The road crosses the Minnesota River near Savage. The soil is a sandy loam, running to clay where erosion is heavy in the rougher sections. Some rock cuts were encountered in the excavations.

Economic conditions relating to traffic.—Agriculture is highly developed along the greater portion of the line. Truck gardening is engaged in quite extensively near Minneapolis. The principal crops are grain and hay. Some stock raising and dairying are also carried on.

The industrial developments of Minneapolis furnish much of the road's business. Several flour mills are located along the line and milk products are manufactured at Northfield.

Physical characteristics of road.—The volume of grading for the entire road is comparatively heavy, averaging about 31,000 cubic yards per mile, and is practically all common material.

Metal bridges are principally of the through-plate girder and I-beam type. The most important bridge on the road is the crossing of the Minnesota River, which consists of one 250-foot, through-truss, swing span, carrying one track and highway, on three concrete and steel piers. Trestle bridges are quite numerous.

The crossties in the main track average about 2,700 to the mile and are cedar and tamarack, with a small percentage of oak. The main tracks are laid entirely with new 80-pound rail. The tracks are ballasted with gravel.

Equipment.—The carrier owns and uses 1 steam locomotive, 19 freight-train cars, 8 passenger-train cars, and 4 units of work equipment.

Engineering and general expenditures.—Engineering has been estimated at 4 per cent on road accounts 3 to 47. General expenditures, exclusive of interest, have been estimated at 1.5 per cent on road accounts 1 to 47, exclusive of account 2. Interest during construction has been estimated for one-half the construction period, plus 3 months, at 6 per cent per annum on all road and general-expenditures accounts, except accounts 2 and 76. Interest on equipment has been estimated for 3 months at 6 per cent per annum. It has been estimated that a period of 16 months would be required for the construction of that portion of the line between Minneapolis and Northfield and 12 months for property between Luce Line Junction and Auto Club.

SUMMARY

Owned and used, including carrier's portion of jointly owned minor facilities

Account	Classe	Cost of reproduction new	Cost of reproduction less depreciation
	I. ROAD		
1	Engineering	$48,786	$48,786
3	Grading	440,363	436,368
6	Bridges, trestles, and culverts	133,817	113,844
8	Ties	100,042	47,856
9	Rails	226,165	203,577
10	Other track material	53,702	41,590
11	Ballast	29,993	22,454
12	Tracklaying and surfacing	92,586	71,587
13	Right-of-way fences	20,186	11,275
14	Snow and sand fences and snowsheds	6,558	2,758
15	Crossings and signs	32,679	27,056
16	Station and office buildings	27,879	22,147
17	Roadway buildings	1,402	947
18	Water stations	96	67
19	Fuel stations	2,058	1,646
20	Shops and engine houses	24,277	18,451
26	Telegraph and telephone lines	9,950	6,994
27	Signals and interlockers	7,402	6,058
37	Roadway machines	791	480
38	Roadway small tools	500	250
44	Shop machinery	9,205	8,077
	Total, 1, and 3 to 47, inclusive	1,268,437	1,092,268
	II. EQUIPMENT		
51	Steam locomotives	11,088	9,203
53	Freight-train cars	13,562	12,195
54	Passenger-train cars	102,814	86,521
57	Work equipment	2,429	1,950
	Total, 51 to 58, inclusive	129,893	109,869
	III. GENERAL EXPENDITURES		
71	Organization expenses	19,026	16,362
72	General officers and clerks		
73	Law		
74	Stationery and printing		
75	Taxes		
77	Other expenditures, general		
76	Interest during construction	68,643	59,014
	Total, 71 to 77, inclusive	87,669	75,376
	Grand total, 1, and 3 to 77, inclusive	1,485,999	1,277,513

APPENDIX 2

The Carrier

INTRODUCTORY

The carrier is a corporation of the State of South Dakota, having its corporate office at Pierre, S. Dak., and its general administrative office at Minneapolis, Minn. The accounting records do not contain complete information relative to financial dealings or investments. For that reason only partial information can be given from the accounts in connection with such transactions. The records reviewed do not indicate that the carrier is controlled by any individual or corporation, nor, on the other hand, that it controls any common-carrier corporation. The property of the carrier has been operated by its own organization during its entire life.

CORPORATE HISTORY

The carrier was incorporated June 21, 1918, under the general laws of the State of South Dakota, for the purpose of acquiring and operating a railroad between the cities of Minneapolis and Northfield, Minn., and to make extensions to said road. Pursuant to this purpose, the carrier acquired, through purchase at foreclosure sale August 6, 1918, the property of the Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Company. The following chart shows the names of the corporations, the respective dates of incorporation, and for each predecessor the date of succession, the immediately succeeding corporation, and the manner of succession. Reference to each of these corporations is made in the last column by its respective number shown in the first column.

Company	Incorporation	Succession
1. Minneapolis, Northfield and Southern Railway.	Under general laws of South Dakota, June 21, 1918.	
2. Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Company.	Under general laws of Maine in September, 1907.	Sold at foreclosure Aug. 6, 1918, after receivership begun July 21, 1916, and acquired Aug. 6, 1918, by 1.
3. Minneapolis, Rochester and Dubuque Traction Company.	Under general laws of New Jersey. Date of incorporation not determined.	Sold to 2, Oct. 12, 1907

DEVELOPMENT OF FIXED PHYSICAL PROPERTY

The road owned by the carrier, 51.977 miles, was acquired by purchase from the Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Company at foreclosure sale August 6, 1918. The years in which the various portions of the line were constructed are indicated in the following table:

		Recorded mileage
Constructed partly by the Minneapolis, Rochester and Dubuque and completed by the Minneapolis, St. Paul, Rochester and Dubuque:		
Fifty-fourth Street, Minneapolis, to Savage, Minn., completed July 1, 1910	12. 38	
Savage to Northfield, Minn., completed Dec. 10, 1910	24. 96	
		37. 34
Constructed by the Minneapolis, St. Paul, Rochester and Dubuque, Auto Club to Luce Line Junction, Minn., completed July 1, 1915		14. 27
Total recorded mileage		51. 61
Difference between total recorded mileage and mileage inventoried as of date of valuation		0. 367
Mileage inventoried as of date of valuation		51. 977

In addition to the completed line of railroad, the carrier acquired about 13 miles of right of way and certain grading for an extension from Northfield to Faribault, Minn., from the Minneapolis, St. Paul, Rochester and Dubuque in the purchase at foreclosure sale of August 6, 1918.

HISTORY OF CORPORATE FINANCING

Syndicating, banking, and other financial arrangements.—The records reviewed do not indicate that any syndicating arrangements have been made in connection with issuance of securities. The financial requirements have been met principally through the issuance of capital stock and short-term notes. The carrier has issued its capital stock and incurred other indebtedness under conditions and for considerations described in detail below.

Capital stock.—The authorized capital stock of the carrier is $1,500,000 par value, divided into shares of $100 par value each, of which $1,000,000 is classified as common stock and $500,000 as preferred stock. Of the amounts authorized, there has been issued $305,200 par value of common stock and $48,900 par value

of preferred stock, all of which is actually outstanding. The carrier has issued capital stock in exchange for the following recorded considerations:

Par value	Consideration	Recorded value
Issued		
$293, 950	Cash (discount $624)	$293, 326
8, 900	Liberty bonds acquired	8, 900
6, 500	Land acquired	6, 500
1, 450	Notes acquired	1, 450
2, 000	Part payment for legal services, details not obtained	2, 000
41, 300	Note held by W. O. Winston, dated Jan. 1, 1917, details not obtained (discount $1,332)	39, 968
354, 100	Total issued for considerations	352, 144
194, 800	Total issued to treasury.	
548, 900	Total par value issued.	
Held		
$194, 800		
Out tanding		
$354, 100		

The discounts aggregating $1,956 were charged to balance sheet account Discount on Capital Stock.

Short-term notes.—The total par value of short-term notes issued by the carrier and the considerations received therefor or given in part retirement thereof can not be determined from the records reviewed. On date of valuation there were outstanding short-term notes of $91,956.52 par value, for which the recorded considerations received were cash, $70,000, and accounts payable, $21,956.52.

RESULTS OF CORPORATE OPERATIONS

The results of corporate operations, as shown in the income and profit and loss accounts as reported to us, are given below.

Income statement.—A condensed summary of the income accounts for the year ending December 31, 1919, and for the period August 6, 1918, to date of valuation, follows:

	Year	Period
Operating income:		
Railway operating revenues	$170, 428. 77	$299, 863. 57
Railway operating expenses	144, 267. 11	276, 378. 09
Net revenue from railway operations	26, 161. 66	23, 485. 48
Railway tax accruals	8, 684. 30	15, 941. 31
Uncollectible railway revenues	9. 90	10. 55
Railway operating income	17, 467. 46	7, 533. 62
Taxes on miscellaneous operating property		8. 41
Total operating income	17, 467. 46	7, 525. 21
Nonoperating income:		
Hire of equipment	39. 95	1, 388. 23
Joint-facility rent income	157. 13	157. 13
Miscellaneous rent income	578. 94	1, 227. 33
Income from funded securities	251. 67	375. 42
Income from unfunded securities and accounts	149. 85	300. 27
Contributions from other companies		1, 801. 58
Total	1, 177. 54	5, 249. 96
Gross income	18, 645. 00	12, 775. 17
Deductions from gross income:		
Hire of equipment	13, 737. 44	28, 790. 26
Joint-facility rents	6, 538. 25	10, 515. 25
Miscellaneous tax accruals	271. 60	328. 16
Miscellaneous income charges		98. 27
Total	20, 547. 29	39, 731. 94
Total deficit	1, 902. 29	26, 956. 77
Disposition of net income, income debit balance transferred to profit and loss	1, 902. 29	26, 956. 77

For the period from August 6, 1918, to date of valuation the aggregate railway operating expenses have been 92.16 per cent of the railway operating revenues.

Profit and loss statement.—The profit and loss account has a debit balance, as of date of valuation, of $27,148.88, representing net debit balance of $26,956.77 transferred from income and $192.11 of miscellaneous debits.

Dividends.—The carrier has not declared any dividends on its capital stock to date of valuation.

INVESTMENT IN ROAD AND EQUIPMENT

The investment of the carrier in road and equipment, including land, on date of valuation is stated in its books as $1,300,389.55, of which the following is a general analysis:

For property acquired by purchase from the Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Company, recorded money outlay			$225,000.00
For organization expenses, recorded money outlay			9,884.57
For reconstruction of road purchased, recorded money outlay			176,776.81
For additions and betterments, not separable, less retirements, not separable:			
Recorded money outlay, including $9,232.99 for interest during construction		$48,815.09	
Capital stock issued at par value		6,500.00	
			55,315.09
Other items, not in accordance with the present classification of accounts, net charges not chargeable to any account:			
Charges, amount charged here and credited to additions to property through income and surplus, recorded as estimated value of road and equipment purchased—			
Road	957,523.58		
Equipment	100,889.50		
Total	1,058,413.08		
Credits, not creditable to any account, amount credited here and charged to additions to property through income and surplus, recorded as an adjustment of above charges	225,000.00		
			833,413.08
Total recorded as of date of valuation			1,300,389.55

Subsequently to date of valuation and under authority of our Bureau of Accounts, by journal entry January 31, 1921, the carrier adjusted its accounts by crediting the investment in road and equipment account with $957,523.58, reversing the charge of that amount to its investment in road and equipment account, as shown in above general analysis under "other items," and concurrently charging additions to property through income and surplus with $833,413.08, charging other balance sheet accounts with $5,494, and investment in road and equipment account with $118,616.50. As a result of this adjustment the investment in road and equipment account is charged with a total of $219,506, representing money outlay by the carrier in the acquisition of the property of the Minneapolis, St. Paul, Rochester and Dubuque, of which $100,889.50 has been assigned by the carrier as the value of equipment and $118,616.50 as the value of road. For the purpose of this report effect has been given to these adjustments, as of date of valuation.

If the adjustments indicated were made, and if all the items then contained therein were taken at their recorded values, the balance in the account would be reduced by $838,907.08, or to $461,482.47. This adjusted amount would be the result of gross outlays that consist, in part, of a consideration other than cash recorded at $6,500. The cash value at the time of the transactions of the consideration other than cash is not known and can not be definitely determined, because it has not been possible to obtain the necessary information. The balance in the account, if adjusted to the above extent, so far as it is resolvable into the kind of considerations, would include recorded money outlay, $454,982.47, and capital stock issued at par value, $6,500. These outlays may include some or all of the undetermined cost of certain lands classified herein as noncarrier lands. The carrier has not made any charges to miscellaneous physical property account to represent the cost of such lands. Certain amounts reported by the carrier as costs of such lands, but not supported in the accounts, are stated in the chapter on original cost to date.

ORIGINAL COST TO DATE

The original cost to date of the road and equipment, including land, owned by the carrier and used for common-carrier purposes has not been definitely ascertained. For the property acquired by the Minneapolis, St. Paul, Rochester and Dubuque from the Minneapolis, Rochester and Dubuque, consisting of some partially graded right of way, no accounting or construction records of the outlays have been found. For the property acquired by the carrier from the Minneapolis, St. Paul, Rochester and Dubuque no accounting or construction records of the outlays for the period prior to July 1, 1914, have been found. For creating and improving the road, including land, and equipment, acquired from its predecessor, and for additions and betterments by the carrier to the entire property, the data obtained are as follows:

The carrier:	
Recorded money outlay	$48,815.09
Capital stock issued at par value	6,500.00
Minneapolis, St. Paul, Rochester and Dubuque:	
Recorded money outlay	1,103,241.28
From which should be deducted whatever portion represents equipment sold or retired and credited at	934,131.30

The cash value at the time of the transactions of the considerations other than cash and of the item deductible from the gross outlays is not known and can not be definitely determined, because it has not been possible to obtain the necessary information. The outlays may include some or all of the undetermined costs of certain lands classified herein as noncarrier lands. The carrier has not charged to miscellaneous physical property account any amounts to represent these noncarrier lands. The amounts reported by the carrier as the costs of such lands, but not supported in the accounts, are stated in the section of this chapter devoted to cost of lands.

Cost of lands.—The carrier reports amounts aggregating $276,687.23 as the outlays by itself and its predecessors in connection with lands owned or used, including noncarrier lands, and that the proceeds from the sale of parts of parcels of such lands aggregate $9,325. A verification of the amounts indicates that the reported outlays should be reduced by $9,235.35, as follows: Nominal deed considerations reported as costs, $134, and costs reported for lands excluded as not on maps, $9,101.35. The returns include certain lands for which merely nominal deed considerations are reported, certain highways vacated to its predecessors by Hennepin County, Minn., without reported considerations, certain lands for which there is no reference to evidence of title, certain lands acquired through exchange of other lands, certain lands leased without reported costs, and certain rights in public domain and in private lands for which no costs were reported. The amounts reported by the carrier as costs incurred by it or its predecessors for the remaining lands owned, after making the changes noted, are made up in part of costs supported by accounting records and in part of substantial considerations named in deeds or other instruments, which it returned as costs, but which are not supported by accounting records. These amounts, classified according to the classification herein of the lands to which they apply, are summarized as follows:

Classification	Costs supported by accounting records	Amounts not supported by accounting records
Lands classified as carrier:		
Owned and used	$9,995.20	$210,339.88
From which should be deducted the portions, not definitely determinable, assignable to parts of parcels sold for proceeds of		9,325.00
Owned jointly and used jointly		18,750.00
Total	9,995.20	229,089.88
From which should be deducted the portions, not definitely determinable, assignable to parts of parcels sold for proceeds of		9,325.00
Lands classified as noncarrier, owned		28,366.80

Cost of machinery and equipment.—The carrier reports that it owns and uses 37 units of equipment, 22 roadway machines, and certain machinery, with costs aggregating $162,305. A verification of the returns indicates that the costs should be reduced by $4,400, as detailed below:

	Units	Amount
Additions:		
Shop machinery, understatement of costs		$282
Freight-train cars, understatement of costs		750
Total		1,032
Deductions:		
Roadway machines, overstatement of costs		20
Shop machinery, overstatement of costs		98
Steam locomotives, no service value	1	4,072
Freight-train cars, no service value	4	1,242
Total	5	5,432
Net total deductions	5	4,400

After making the changes noted and classifying the returns according to the classification herein of the property to which they apply, the revised returns are summarized as follows:

Classification	Units	Costs supported by accounting records	Amounts estimated by the carrier or otherwise not supported by accounting records
Machinery:			
Roadway machines	11	$190	$1,275
Roadway machines	11		
Shop machinery		5,394	1,234
Total		5,584	2,509
Equipment:			
Steam locomotives	1	11,000	
Freight-train cars	19	9,811	3,503
Passenger-train cars	8	48,364	74,224
Work equipment	4		2,901
Total	32	69,184	80,628

MISCELLANEOUS PHYSICAL PROPERTY

The accounts of the carrier do not record as such any investment in miscellaneous physical property on date of valuation. However, certain parcels of land owned by the carrier have been classified herein as noncarrier lands. A summary of the cost of these lands, as reported by the carrier, is stated in the chapter on original cost to date. The amount that would be includable in the miscellaneous physical property account to represent the investment in noncarrier lands is not indicated by the records reviewed.

AIDS, GIFTS, GRANTS, AND DONATIONS

The carrier has made no report of aids, gifts, grants, or donations received by it. Its report upon the cost of lands shows that certain parcels were acquired through deeds that recite merely nominal considerations. Since the records do not indicate that any actual payment was made in the acquisition of these parcels, they are herein designated as apparent aids.

MATERIAL AND SUPPLIES

The investment of the carrier in material and supplies on date of valuation is stated in its books as $18,741.98.

LEASED RAILWAY PROPERTY

The carrier uses on date of valuation 3.333 miles of tracks of the Electric Short Line Terminal Company, extending from a connection near west line of the city of Minneapolis to terminals at Seventh Street. The agreement runs for an indefinite period from November 18, 1918, and is on a car basis. The rental accrued and charged to income for the year ending December 31, 1919, amounted to $6,538.25.

GENERAL BALANCE SHEET STATEMENT

The general balance sheet statement of the carrier, as of date of valuation, is as follows:

ASSETS		
Investments, investment in road and equipment		$1, 300, 389. 55
Current assets:		
Cash		12, 939. 39
Special deposits		400. 00
Net balance receivable from agents and conductors		13, 336. 35
Miscellaneous accounts receivable		2, 819. 58
Material and supplies		18, 741. 98
Total		48, 237. 30
Deferred assets, working-fund advances		115. 00
Unadjusted debits:		
Rents and insurance premiums paid in advance		1, 699. 10
Discount on capital stock		1, 956. 00
Other unadjusted debits		4, 552. 49
Total		8, 207. 59
Grand total		1, 356, 949. 44
LIABILITIES		
Stock, capital stock:		
Total book liability	$548, 900	
Less held by or for this company	194, 800	
		354, 100. 00
Current liabilities:		
Loans and bills payable		91, 956. 52
Traffic and car-service balances payable		50, 671. 04
Audited accounts and wages payable		32, 646. 48
Interest matured unpaid		430. 39
Dividends matured unpaid		1, 711. 50
Unmatured rents accrued		2, 122. 80
Total		179, 538. 73
Unadjusted credits:		
Tax liability		4, 892. 04
Other unadjusted credits		6, 660. 47
Total		11, 552. 51
Corporate surplus:		
Additions to property through income and surplus		838, 907. 08
Profit and loss, debit balance		*27, 148. 88*
Total		811, 758. 20
Grand total		1, 356, 949. 44

Predecessor Companies

MINNEAPOLIS, ST. PAUL, ROCHESTER AND DUBUQUE ELECTRIC TRACTION COMPANY

INTRODUCTORY

This company was incorporated in September, 1907, in the State of Maine. No accounting records were obtained for the period prior to July, 1914, and those obtained for the period subsequent to that date are incomplete. Therefore, only partial information can be given from its accounts regarding financial dealings, corporate operations, or investments. However, certain information stated herein was obtained from its annual reports to us, from audit reports in possession of the carrier, and from other sources. The records reviewed do not indicate that this company was controlled by any individual or corporation on August 6, 1918, the date of foreclosure sale, nor, on the other hand, that it then controlled any common-carrier corporation. The property of this company was operated by its own organization from the dates of completion of the various sections of its road to July 20, 1916, and from July 21, 1916, to date of sale, by a receiver.

The road owned on the date of sale consisted of 51.61 miles of single-track, standard-gauge, steam railroad, extending from Fifty-fourth Street and Nicollet Avenue, Minneapolis, in a southerly direction to Northfield, and from Luce Line Junction to Auto Club, all within the State of Minnesota. In addition, this company owned certain right of way on which some grading had been done for a projected extension of its road from Northfield to Faribault, Minn., about 13 miles. The records reviewed indicate that the road was electrically operated until July 21, 1916, the date the receivership was begun. During the period of receivership it was operated as a steam railroad.

DEVELOPMENT OF FIXED PHYSICAL PROPERTY

Under the terms of an agreement dated October 12, 1907, this company purchased some right of way, partially graded, from the Minneapolis, Rochester and Dubuque Traction Company, the extent of which can not be determined from the records obtained. The entire road owned on date of sale was acquired by completion of construction begun by the Minneapolis, Rochester and Dubuque. The records reviewed do not indicate whether the work was done by the forces of this company or by others. The road was originally constructed for electric operation and was subsequently changed to a steam road. Further details with respect to the construction of this property are included in the chapter on development of fixed physical property in the report on the carrier.

HISTORY OF CORPORATE FINANCING

Syndicating, banking, and other financial arrangements.—The accounting records of this company pertaining to its securities issued prior to January 1, 1915, were not obtained. However, certain data given below were obtained from reports on audit of the accounts as of December 31, 1911, and June 30, 1914, and from other records in possession of the carrier. On November 20, 1907, this company entered into an agreement with the International Securities Company, which was later named the Electric Investments Company, under the terms of which that company was appointed exclusive agent for the sale of the entire issue of securities. The records reviewed indicate that the selling agent companies named above were controlled by N. W. Savage, who was president of the Minneapolis, St. Paul, Rochester and Dubuque. The agreement of November 20, 1907, provided that the selling agent be paid a cash commission of 25 per cent on sales of preferred stock. Also, the common stock of this company was to be issued as a bonus to all purchasers of preferred stock. This agreement was in effect until July 2, 1908, when this company agreed to pay the actual expenditures in connection with the sale of securities, in lieu of the cash commission of 25 per cent, and continue the issue of common stock as a bonus. The Minneapolis, St. Paul, Rochester and Dubuque defaulted in the payment of interest on its securities and on July 21, 1916, its property was taken over by a receiver. On order of the court, that portion of the road extending from Auto Club north to a connection with the Electric Short Line Terminal Company, 14.27 miles, was sold to a committee representing the holders of collateral-trust notes of this company July 18, 1918, and on August 6, 1918, the balance of the road was sold to and the entire road was deeded to the carrier.

Capital stock and long-term debt.—From the date of its incorporation to date of sale the company issued capital stock and long-term debt, as indicated by the records reviewed, aggregating $12,313,723.42 par value, of which $9,867,843.75 was actually outstanding on date of sale and $1,000,000 was held by or for the company. Of the funded debt actually outstanding, $555,986 was matured but unpaid. The details are summarized in the following table:

Class	Issued	Retired or held by or for the company	Actually outstanding
Stock, capital stock, par value:			
Common	$4,996,100.00		$4,996,100.00
Preferred	3,366,700.00		3,366,700.00
Total	8,362,800.00		8,362,800.00
Long-term debt, funded debt, par value:			
Unmatured	3,200,923.42	$2,251,865.67	949,057.75
Matured, but unpaid	750,000.00	194,014.00	555,986.00
Grand total	12,313,723.42	2,445,879.67	9,867,843.75

The securities held by or for the company consisted of $1,000,000 par value of its funded debt.

Capital stock.—The authorized capital stock was $25,000,000 par value, divided into shares of $100 par value each, of which $15,000,000 was classified as common stock and $10,000,000 as preferred stock. The considerations received for the capital stock issued can not be determined from the accounting records obtained. While the audit report referred to above indicates that the following considerations were received, the data are not supported by accounting records:

Par value	Consideration	Reported value
Preferred stock issued		
$3,342,700	Cash and other, not separable	$3,342,700
24,000	Part payment for land for terminals, at par value, in November, 1913	24,000
Common stock issued		
$78,400	Cash (discount $52,528)	25,872
500,000	Unapportioned part of property purchased	500,000
3,945,100	Total issued for considerations	3,892,572
4,417,700	Issued as commission or bonus to purchasers of preferred stock and charged to investment in road and equipment prior to July, 1914, as per audit report.	
8,362,800	Total par value issued.	

The discount of $52,528 was charged to investment in road and equipment.

Funded debt.—The character of all considerations received at issue or given in retirement of funded debt issued by the company can not be ascertained from the records obtained. The par value issued and retired and the value and character of the considerations received at issue and given in retirement, so far as they can be determined chiefly from the report of the audit company, which data are not supported by accounting records, are as follows:

Par value	Consideration	Reported value
Issued		
$750,000.00	Cash and other, not separable (discount $56,250)	$693,750.00
200,000.00	Part payment for land for terminals in November, 1913	200,000.00
2,000,923.42	Consideration not determinable from available records	2,000,923.42
2,950,923.42	Total issued for considerations	2,894,673.42
1,000,000.00	Total issued to the treasury.	
3,950,923.42	Total par value issued.	
Reacquired and retired		
$295,516.11	Cash	295,516.11
1,150,363.56	Consideration not determinable from available records	1,150,363.56
1,445,879.67	Total reacquired for considerations	1,445,879.67
Held $1,000,000.00	Disposition on date of sale not determined.	
Outstanding $1,505,043.75	Disposition on date of sale not determined.	

The discount of $56,250, and expense incurred in the amount of $151,057.33 in the issuance of such securities, were distributed as detailed hereunder:

	Discount charged	Expense charged
Income account	$56,250.00	$105,111.90
Discount on funded debt		25,418.32
Investment in road and equipment		20,527.11

A statement of the funded debt of the company actually outstanding or held by or for the company on date of sale, as indicated by available records, follows:

	Held by or for the company	Actually outstanding
Unmatured, issued:		
First-mortgage 5 per cent bonds, dated Jan. 1, 1915, due Jan. 1, 1925	$1,000,000	
Various issues of long-term obligations for which complete detail can not be ascertained		$949,057.75
Matured, but unpaid, issued, collateral-trust 6 per cent notes, dated Jan. 1, 1915, due Jan. 1, 1918		555,986.00
Total	1,000,000	1,505,043.75

Short-term notes.—The records reviewed indicate that this company issued short-term notes of $742,691.94 par value to date of sale, of which $651,561.24 were retired, leaving $91,130.70 outstanding on date of the foreclosure sale. The considerations passed in connection with the issuance and retirement in part of these notes were not ascertainable from the records obtained.

RESULTS OF CORPORATE OPERATIONS

The results of corporate operations, as shown in the income and profit and loss statements, are given below.

Income statement.—A condensed summary of the income account for the period from July 4, 1910, to date of foreclosure sale, as taken partly from the books of the company, partly from the reports to us, and partly from reports to the Minnesota Railroad and Warehouse Commission, follows:

	Period
Operating income:	
Railway operating revenues	$1, 092, 612. 62
Railway operating expenses	1, 606, 491. 32
Net deficit from railway operations	513, 878. 70
Railway tax accruals	55, 439. 93
Uncollectible railway revenues	266. 73
Total operating deficit	569, 585. 36
Nonoperating income:	
Hire of equipment	16, 587. 13
Joint-facility rent income	5, 891. 47
Miscellaneous rent income	32. 00
Income from unfunded securities and accounts	622. 50
Miscellaneous income	29, 895. 56
Total	53, 028. 66
Gross deficit	516, 556. 70
Deductions from gross income:	
Hire of equipment	3, 343. 33
Joint-facility rents	17, 551. 81
Rent for leased roads	112, 050. 82
Miscellaneous rents	6. 00
Miscellaneous tax accruals	154. 97
Interest on funded debt	212, 165. 07
Interest on unfunded debt	31, 691. 48
Amortization of discount on funded debt	161, 361. 90
Miscellaneous income charges	52, 880. 25
Total	591, 205. 63
Total deficit	1, 107, 762. 33
Disposition of net income, income debit balance transferred to profit and loss	1, 107, 762. 33

Profit and loss statement.—A condensed summary of the profit and loss account for the period July 4, 1910, to date of foreclosure sale, as taken partly from the books of the company, partly from the reports to us, and partly from reports to the Minnesota Railroad and Warehouse Commission, follows:

Credits:	
Profit on road and equipment sold	$24, 861. 71
Miscellaneous credits, adjustment or cancellation of balance-sheet accounts	1, 041. 69
Total	25, 903. 40

Debits:	
Net debit balance transferred from income	$1, 107, 762. 33
Loss on retired road and equipment	8, 847. 87
Miscellaneous debits, adjustment or cancellations of balance-sheet accounts	54, 324. 94
Total	1, 170, 935. 14
Debit balance as of date of sale	1, 145, 031. 74

INVESTMENT IN ROAD AND EQUIPMENT

The investment of the company in road and equipment, including land, on the date of sale is stated in its books as $9,092,309.18, of which the following is a general analysis:

For property of the Minneapolis, Rochester and Dubuque acquired by purchase Oct. 12, 1907, for completion of construction of such property, and for additions and betterments prior to July 1, 1914, inseparable, balance brought forward from a previous ledger at July 1, 1914, the date of the first available books of account		$8, 852, 344. 86
For construction and additions and betterments, not separable, subsequent to July 1, 1914, recorded money outlay		1, 103, 241. 28
Total of above items		9, 955, 586. 14
Less retirements, credited at		934, 131. 30
Net of the above items		9, 021, 454. 84
Other items, charges:		
Discount on funded debt	$20, 527. 11	
Expenses and commissions account sale of capital stock	10, 655. 16	
Improvements to property operated under lease	18, 859. 21	
Cost of freight house and office building erected on property not owned and not used by this company on date of sale	20, 812. 86	
		70, 854. 34
Total recorded as of date of sale		9, 092, 309. 18

As stated in the foregoing, the amount of $8,852,344.86 represents the balance brought forward from a previous ledger at July 1, 1914, the date the first available books of account were opened. While there were no accounting records obtained to support any of the data, the files of the company, consisting chiefly of reports made by an audit company, indicate that the amount of this balance consists of the following:

For property purchased of the Minneapolis, Rochester and Dubuque, right of way, partly graded:		
Capital stock, common, issued at par value	$500, 000. 00	
Expenditures, the nature of which is not ascertainable	53, 759. 45	
		$553, 759. 45
For completion of construction of property acquired from the Minneapolis, Rochester and Dubuque, subsequent construction, and additions and betterments, not separable, expenditures, the nature of which is not ascertainable		2, 435, 719. 94

For property to which the company did not acquire title, part of block three, Camp and Walker addition, Minneapolis, for terminals:		
Capital stock issued at par value	$24, 000. 00	
Funded debt issued at par value	200, 000. 00	
		$224, 000. 00
For construction of about 3 miles of double-track road extending from a point near the west city line to Seventh Street, Minneapolis, Minn., owned by the Electric Short Line Terminal Company, and operated under lease prior to July 31, 1917, expenditures, the nature of which is not ascertainable		186, 184. 21
Discount on capital stock		52, 528. 00
Capital stock issued as a bonus, par value		4, 417, 700. 00
Expense and commissions in connection with the issuance and sale of securities		982, 453. 26
Total		8, 852, 344. 86

The above statement can not be verified, on account of missing records. The carrier states that this company had made a part payment of $7,870 on a parcel of land which was acquired by the former at foreclosure sale and used by it as carrier land. The consideration passed in connection with the payment was not ascertainable from the records obtained.

MISCELLANEOUS PHYSICAL PROPERTY

The investment of the company in miscellaneous physical property as of date of sale is stated in its books as $22,887.52, representing certain lands, with improvements thereon, acquired for use as an amusement resort at Antlers Park, in the amount of $15,017.52, and a parcel of land on which the carrier states a part payment of $7,870 had been made. The property consisting of the amusement resort was not included in the foreclosure sale, and the general manager of the carrier stated that it was sold by the receiver of this company prior to date of sale for about $16,000. The land on which the part payment of $7,870 had been made was acquired by the successor company and used by it as carrier land. The considerations given for such property can not be ascertained and record of the sale can not be found in the accounting records reviewed.

INVESTMENTS IN OTHER COMPANIES

The investments of the company in other companies as of date of sale are stated in its books as $12,711.50. An analysis of the accounts covering such investments can not be given as the records are incomplete. The investments of this company in other companies were not taken up in the accounts of its successor and no information can be given regarding their disposition.

MINNEAPOLIS, ROCHESTER AND DUBUQUE TRACTION COMPANY

This company was a corporation of the State of New Jersey, the date of incorporation not being determinable from the records reviewed. No accounting or other records of this company were obtained; therefore, no information can be given from its accounts regarding its financial dealings, corporate operations, or investments. Certain accompanying information was obtained from records of the successor company. The records reviewed do not indicate whether the company was controlled by any individual or corporation on October 12, 1907, the date of sale, nor, on the other hand, whether it then controlled any common-carrier corporation.

The company owned on the date of sale some right of way, partially graded, the extent of which is not indicated in the records reviewed. The audit report referred to in the report on the successor company indicates that outlays aggregating $69,555.35 were made by the Minneapolis, Rochester and Dubuque for right of way, grading, and certain other expenditures. The amount was not supported by accounting records and could not be verified.

APPENDIX 3

ANALYSIS OF METHODS FOR DETERMINING WORKING CAPITAL

Working capital is understood to include, possibly, three parts: First, the investment in a stock of material and supplies; second, the cash necessary, if any, to pay such outlays incurred in connection with common-carrier service as may fall due prior to the time when the cash received in connection with that service is available; and third, a buffer fund of cash constantly on hand to cover amply any recurrent and fluctuating deficiencies in the inflow of cash applicable to payments falling due. It is immaterial whether this fund of working capital is provided by the owners or secured in part on occasion through bank loans or in part by impounding that portion of maturing revenues which is applicable as a return on the property.

Material and supplies.—The investment in a stock of material and supplies reasonably held for common-carrier operations is determined on the basis of the carrier's actual stock from month to month during a period usually of five years preceding date of valuation. This recorded amount is corrected to allow for any scrap or obsolete material included in the stock; to allow for any part of it that was drawn upon for additions and betterments rather than for repairs, maintenance, and the supplying of operating requirements; and to allow for any abrupt variations in the stock due to special conditions. The percentage that this average amount bears to the average annual operating expenses for the five years is then applied to the annual rate of operating expenses on date of valuation, determined according to the trend of such expenses during the five-year period. The result is taken as the basis for a finding of the reasonable stock of material and supplies for common-carrier service as of date of valuation based on the carrier's actual experience for five years preceding that date.

Cash on hand.—The cash on hand, even the average of the monthly balances over a period of time, is not at all indicative of the amount of cash working capital used, for several reasons. It is the reservoir into which flows the cash received from all sources and from which is first drawn the cash paid for all purposes. As a consequence, the cash on hand is frequently far out of proportion to any reasonable requirements for common-carrier service alone. Again, the material and supplies on hand usually include some currently purchased but not yet paid for and the road and equipment usually include units or structures currently placed in operation but not yet fully paid for. In both cases part of the cash on hand is imminently required to meet these payments. Since all such property is part of that used for common-carrier service on any date selected, if the cash on hand be all taken as working cash capital there will be a duplication in the final value to the extent of the unpaid costs of material and supplies and of additions and betterments or new construction. Another defect is that the amount of cash on any selected date, or the average monthly balance over any period, is not representative of the average cash on hand all the time, because the amount of cash fluctuates from day to day on account of the unmatched variations in the receipts and payments from day to day. This is a characteristic of the cash on hand not found to the same disturbing extent in the stock of material and supplies.

INTERSTATE COMMERCE COMMISSION DECISIONS

Finance Docket #1332
Decided 4-25-1925

This was a finding that MN&S Ry. was not entitled to a benefit under Section 204 of the Transportation Act 1920. The only items of importance noted in the lengthy financial discussion are the following.

On 7-1-1914 the Mpls., St.Paul, Rochester & Dubuque Electric Traction Co. leased the railroad of the Chicago Great Western Railroad from Randolph to Mankato, 69 miles, and operated a total of 125 miles (56 + 69). As of 1-31-1916 it "abandoned" the Randolph to Mankato line, and operated only the line from Minneapolis to Northfield.

The Mpls., St.Paul, Rochester & Dubuque Electric Traction Co. was under Federal control from 1-1-1918 thru 6-26-1918. Control was relinquished on that date by the Director General, and was operated by its owners during the period 6-27-1918 thru 2-29-1920.

The Minneapolis, Northfield & Southern Railway purchased the Traction Co. at a Receiver's sale 8-6-1918 and commenced operation, but the agreement for purchase gave to the MN&S Ry. the income resulting from operation from **May 1st**, 1918. [This explains the public timetable for passenger service dated May 1st, 1918.]

Finance Docket 5279
Decided 6-5-1926

Proposed extension from Golden Valley to the Soo Line connection, approximately 6 miles. Now operates Minneapolis-Northfield-Faribault and Northfield-Randolph. The only direct connection in Minneapolis is with the Great Northern Railway.

So-called competitive freight has increased from 3,777 carloads in 1921 to 21,367 carloads in 1925. Through traffic as an intermediate carrier began in 1921 and has increased from 232 carloads in that year to 13,363 carloads in 1925. The increase was due to the advantages of the MN&S line as a means of avoiding movement thru the Minnesota Transfer Railway.

Interchange between the MN&S and other railroads at Minneapolis is made thru the Great Northern connection. A large part of the interchange is with the Northern Pacific Ry. and the Soo Line. In 1925 it interchanged 5,207 cars with the Northern Pacific and 1,691 cars with the Soo Line. Time in transit for interchange averages 12 hours for the Northern Pacific and 30 hours for the Soo Line. The delay to thru movement is claimed to be greater.

An agreement has been made under which the MN&S would have the right to operate over the Soo Line to the connection with the Northern Pacific (5 to 6 miles), thence over the Northern Pacific into its yard (about 1 mile).

Estimated construction cost of the extension was $350,000. The cost of additional equipment the first year was $36,200 and to the end of the fifth year $217,200. It was proposed to finance the construction by the issue and sale of 6% gold bonds.

Construction of the line of railroad authorized was to be started on or before 9-1-1926 and completed on or before 8-31-1927. On 9-4-1926, for good cause shown, commencement of construction was extended to 4-1-1927.

Finance Docket 5601
Decided 8-4-1926

Proposed issue of mortgage bonds to cover the following items.

1. Construction of 5.60 miles of track and passing tracks to connect with the MStP&SSM Ry.'s Humboldt Yard	$ 350,000
2. Revision of approximately one mile of grade and construction of new bridge at the Minnesota River crossing	215,564
3. Construction of a six-stall engine house, 85 ft. turntable, machine shop, coal chute, and necessary trackage at Glenwood Shops, Luce Line Jct.	128,030
4. Construction of approximately 7,000 l.f. of track on account of revision of the connection with the Chicago Great Western at Northfield	68,677
5. Construction of a 12-stall extension to the engine house and boiler washing plant with necesary track at Glenwood Shops, Luce Line Jct.	76,300
	838,571
6. Expenditures totaling $968,436 covering the cost to MN&S in 1918 of the properties of the MStPR&DETCo., plus expenditures for rehabilitation, additions and betterments since then, minus capital stock $354,400 =	614,036
Total	$1,452,607

Mortgage dated 5-1-1926, Minnesota Loan & Trust Company, Minneapolis, trustee, 6% interest, to mature 5-1-1946:

Series A	$1,200,000
Series B	300,000
Total	1,500,000

The I.C.C. authorized only the sale of Series A bonds $1,200,000 at not less than 95% of par value plus accrued interest, (annual percentage rate would be 6.448%) and issued its order dated 8-4-1926.

Finance Docket 5601 continued
Decided 9-8-1926

The order of 8-4-1926 was vacated and set aside. Authority was now granted to issue (1) $750,000 of First Mortgage Gold Bonds, Series A, and $250,000 of 5-year convertible 6% Gold Notes, and (2) $250,000 of common capital stock (2,500 shares @ $100 par value) in conversion of the convertible gold notes authorized to be issued. The Bonds were to be sold at not less than 95% of par value plus accrued interest; Notes to be sold at or not less than par value plus accrued interest.

Applicant has temporarily abandoned the construction of a roundhouse and shop facilities at Luce Line Junction, and revision of the Chicago Great Western connection at Northfield, which leaves:

1. Construction of 5.60 miles of track and passing tracks to connect Golden Valley with Soo Line's Humboldt Yard	$350,000
2. Revision of approximately one mile of grade and construction of a new bridge at the Minnesota River crossing	215,564
	565,564
6. Uncapitalized expenditures	614,036
Total	$1,179,600

These would be covered by $750,000 in Bonds and $250,000 in Notes.

Mortgage dated 9-1-1926, Minnesota Loan & Trust Company, trustee, $2,000,000 total. Series A

$750,000 to be issued and sold, 6% interest, maturity date 9-1-1941.

Notes dated 9-1-1926, Minnesota Loan & Trust Company, trustee, 6% interest. Denominations of $100, $500, and $1,000 issued payable to bearer. Maturity 9-1-1931. Redeemable anytime at principal amount plus accrued interest. Convertible at holder's option, at any time, at the rate of one share of common stock for each $100 principal amount of Notes.

Finance Docket 5601 continued

None of the Notes had been redeemed or converted to common stock, and since funds would not be available to pay the Notes at maturity, I.C.C. authority was granted for at least two five-year extensions of the due date: order of 5-22-1931 (to 9-1-1934) and 6-5-1934 (to 9-1-1939).

GLEN VALLEY REALTY, INC.

COMPARATIVE STATISTICS

	1980	1979	1978	1977	1976	1975
Operating Revenue	$ 5,751,693 ✓	6,500,123	6,778,235	6,736,912	6,212,587	5,214,891
Operating Expenses	6,243,322* ✓	6,035,058*	6,397,930*	4,891,751	4,496,996	4,454,136
Operating Ratio	% 108.54*	92.84*	94.39*	72.61	72.39	85.41
Income Taxes	$ (152,097)*	(125,929)*	(108,380)*	-	-	-
Taxes - Nonoperating Property	93,262*	85,675*	87,331*	-	-	-
Taxes	-	-	-	1,115,210	1,123,702	766,872
Net Income (Loss)	(108,595)	754,342	590,331	576,814	543,983	105,018
Rate of Return	% (.01)	6.38	4.99	4.92	4.75	.90
Working Capital	$ 2,635,161	3,139,939	2,451,430	2,087,690	2,821,281	2,927,082
Ratio Current Assets to Current Liabilities	2.19:1	2.18:1	2.05:1	2.26:1	2.77:1	3.43:1
Property Less Depreciation	$ 8,901,450	8,806,761	8,927,541	8,988,820	7,991,540	8,034,816
Property Additions	438,201	319,728	380,612	1,370,987	674,423	451,075
Property Retirements	128,731	163,019	313,550	204,091	1,395,864	197,072
Average Number of Employees	145	152	160	157	155	172
Total Payroll	$ 3,356,769	3,269,324	3,161,909	2,881,963	2,666,756	2,634,598
Shareholders Equity	10,755,488	11,162,901	10,707,377	10,415,864	10,137,868	9,892,703
Shares Outstanding	22,986	22,986	22,986	22,986	22,986	22,986
Equity Per Share	$ 467.91	485.64	465.82	453.14	441.05	430.38
Dividends	13	13	13	13	13	13
Earnings (Loss) Per Share	(4.72)	32.82	25.68	25.09	23.67	4.57
Taxes Per Share	26.91	29.06	35.99	48.52	48.89	33.36
Miles Operated	82	82	82	82	82	76
Freight Revenue	$ 5,107,388	5,715,385	5,918,509	5,997,796	5,692,992	4,758,669
Revenue Tons	1,164,864	1,469,348	1,742,744	1,913,080	1,916,356	1,664,527
Freight Revenue Per Ton	4.38	3.89	3.40	3.14	2.97	2.86
Revenue Car Loads	22,602	29,925	36,438	40,625	41,236	38,293
Freight Revenue Per Car	$ 225.97	190.99	162.43	147.64	138.06	124.27
Freight Revenue Per Mile	62,285	69,700	72,177	73,144	69,427	62,614
Net Income (Loss) Per Car	(4.80)	25.21	16.20	14.20	13.19	2.74
Revenue Tons Per Car	51.54	49.10	47.83	47.09	46.47	43.47
Revenue Tons Per Train	1,323.7	1,382.3	1,428.5	1,699.0	1,776.9	1,560.7
Revenue Tons Per Train Mile	30.3	29.50	30.00	31.42	23.89	22.68
Revenue Cars Per Train	25.7	28.2	29.9	36.1	38.2	35.9
Revenue Ton Miles Per Car	1,871.9	2,007.5	2,004.3	2,053.2	2,035.2	1,837.4

1980 GVRI

*Note: Reflects change to conform to I.C.C. Revision of Uniform System of Accounts, effective 1-1-78

MINNEAPOLIS NORTHFIELD & SOUTHERN RAILWAY
BALANCE SHEET 11/30/1981

Current Assets		
Cash	103,501	
Accounts Receivable	1,841,329	
Prepayments	92,240	
Materials & Supplies	1,024,456	
Other	19,650	
		3,081,176
Property		
Road	7,347,492	
Equipment	5,253,886	
Other Elements of Investment	(930,985)	
Non-Operating Property	425,528	
	12,095,922	
Less: Accumulated Depreciation	(4,179,743)	
		7,916,179
Other Assets and Deferred Charges		242,425
Total Assets		11,239,780
Current Liabilities		
Accounts Payable	856,016	
Accrued Accounts Payable	956,828	
Accrued Taxes	292,014	
Other	194,443	
		2,299,301
Other Liabilities and Deferred Credits		244,540
Deferred Income Taxes		402,016
Stockholders' Equity		
Common Stock	2,000,000	
Other Capital	6,591,852	
Retained Earnings	86,215	
Loss-Current Year	(384,144)	
		8,293,922
Total Liabilities & Stockkholders Equity		11,239,780

1979 Reorganization The S.D. corporation was to change its name to Glen Valley Realty Inc. immediately after the transfer of its railroad assets subject to its railroad liabilities. "It will retain properties reflected in account 721 and 737, minor parcesl of real estate improperly in account 731 at 12-31-1977 and now in account 737 (all of which total $377,395 net), and cash and temporary investments up to an amount totaling $1.9 million."

MINNEAPOLIS NORTHFIELD & SOUTHERN RAILWAY
EARNINGS STATEMENT   FISCAL YEAR ENDED 11-30-1981

Revenue		
Freight	5,303,995	
Switching	350,621	
Demurrage	146,065	
Incidental	148,904	
		5,949,585
Operating Expense		
Maintenance of Way & Structures	989,601	
Maintenance of Equipment	1,303,834	
Transportation	2,432,474	
General	2,084,682	
		6,810,591
Net Operating Earnings (Loss)		(861,006)
Other Income		
Interest	18,737	
Rent	91,702	
Other	45,346	
		155,785
Other Expense		
Taxes-Non-Operating Property	54,658	
Miscellaneous Income Charges	47,062	
Interest	1,225	
		102,945
Earnings (Loss) before Income Taxes		(808,166)
Income Taxes		
Minnesota Income Tax	15,404	
Federal Income Tax	(179,539)	
Deferred Federal Income Tax	(423,180)	
		(587,315)
Net Earnings (Loss)		(220,851)

MASTER LIST OF CONTRACTS OF THE MINNEAPOLIS NORTHFIELD & SOUTHERN RAILWAY

MINNEAPOLIS NORTHFIELD & SOUTHERN RY.

MASTER LIST OF CONTRACTS

1982

E = Expired
D = Discarded

Cont. No.	Description	Date
	PROPERTY	
1	Minnesota Railroad & Warehouse Commission permit to operate. (M StP R & D E T Co.)	8-15-11
4	Deed of acquisition of property of M StP R & D E T Co. Howard S. Abbott, Master in Chancery, and C. E. Warner, Receiver	8-6-18
55	Valley Transfer Ry.: convey title of railway through Fort Snelling Reservation	1-29-24
	BUILDINGS AND REAL ESTATE	
Early Buildings:		
506	Peter Johnson: repairs to building at 251 Western Ave.	5-22-15 E
507	Manufacturers Supply Co.: broiler for carbarn, 6th Ave. N.	8-23-16 E
19	Campbell Const. Co.: addition to shop bldg.	2-10-21
95	S. J. Peterson: grading spur to carbarn, Glenwood.	4-19-26
98	Industrial Const. Co.: concrete foundation for carshed, Glenwood.	4-23-26
Glenwood Jct. Shops:		
385	J. B. Nelson & Son: painting new diesel house and various buildings, Glenwood.	4-26-51
625	Truck Crane Service Co.: wreck two wood buildings north of 801 Indiana Ave. N., Golden Valley.	1-8-59
Real Estate adjacent to Depot:		
157	Pence Automobile Co.: lease of Lots 3, 4, 5 and 6, Block 8, 7th St. N.	8-1-29
186	Pence Automobile Co.: contract for deed for same property.	2-20-32
Pence Building, 911 Hennepin Ave.:		
164	Pence Holding Co.: lease of general offices, Pence Building.	12-26-29 E
423	Pence Realty Co.: lease of 909-913 Hennepin Ave.	5-1-54

Pence Building Built 1909
Classic Revival Style
Designed by Long & Long, Mpls.

480	Stahr Company: remodel building 911 Henn. Ave. (included a passenger elevator from Otis Elevator Co.)	3-2-56
484	3rd floor: remodeled and leased to others	7-27-56
485	3rd floor: remodeled and leased to others	6-28-56

Louisiana Ave. No. ?

982	BWP Company (partnership): lease of space for general office	3-1-79

Historical:

1004	Minnesota Historical Society: Orchard Garden Station, CR 5 & 115th St., Burnsville	2-26-80

MISCELLANEOUS TRACK CONSTRUCTION

88	S. J. Peterson: grading tracks, gravel pit, Park Manor.	3-3-26
90	S. J. Peterson: loading gravel, Park Manor.	5-1-26
91	Edward C. Antil: grading property for siding at Lakeville.	4-15-26
96	Edward C. Antil: grading of roadbed, Orchard Gardens.	4-19-26
99	S. J. Peterson: grading property, Virginia Avenue.	4-21-26
100	Peter Johnson: grading roadbed for extension of sidetrack at Warden. (St. Louis Park)	4-19-26
110	General Contracting Co.: spur track at Eden Prairie and loan of track material.	10-1-26 E
117	S. J. Peterson: loading gravel, Park Manor	5-25-27
133	John M. Garrick: grading for spur track, Edina.	4-4-28
142	Minn. R.R. & Whse. Comm.: order to remove Brookside spur track.	11-21-28 E

OPERATIONS

147	M StP & SSM Ry.: hostling engines at Shoreham.	4-20-28 to 12-20-67
263	C RI & P Ry.: payment of 1/2 salaries of yard clerks and car inspectors at Northfield.	5-28-30
281	CGW Ry.: car inspection service at Randolph.	7-27-42 E
288	GN Ry.: lease of land for yard office at Cedar Lake Yard.	1-15-43 E
365	M StP & SSM Ry.: fuel storage tanks and handling of fuel.	7-31-48
612	Hotel Randolph (A. P. Gergen): subsidy to	

	restaurant for keeping open to service train crews.	7-22-58
665	C M StP & P Ry.: Trailer interchange contract	7-10-61
802	Golden Valley: due to ordinances and noise complaints at Western Ave. Yard: rezoning and movement to Glenwood Jct. Yard.	3-9-67
887	C RI & P Ry.: car inspector service at Northfield.	11-1-72
890	Stuart Hotel: lodging at Northfield.	2-1-73

Agreements with transfer companies for store-door delivery of LCL freight:

233	Wolk Transfer Co.	12-2-35 E
234	Various companies.	1-20-36 E

TRACKAGE RIGHTS

Electric Short Line Railway

5	Use of tracks: Luce Line Jct. to Terminal Station	11-18-18 to 11-18-21
6	Use of tracks: Luce Line Jct. to Minneapolis Station	11-18-18 to 11-18-21 D

Electric Short Line Terminal Co.

500	Bridge maintained, double track, over R/W and tracks of first at Holden St.	11-11-11
501	Grade crossing, second with first, double track, GN Ry., Chestnut Ave. and Penn Ave. bridge	10-31-12
502	Connections with first and second at Emerson Ave. and Chestnut Ave. N.	5-1-13
516	Franchise: Holden St. from 7th St. to Royalston Ave., etc., 10th St. from Holden St. to Western Ave., Emerson Ave. N.	5-6-13
503	Connection with certain spur track of first between Lots 8 and 9, Block 4, McFarland's Addn.	5-30-14
504	Grade crossing with first by second, Lyndale and Western Aves.	6-~~8~~16-14
511	Private Car MINNETONKA on track at Minneapolis Terminal Station.	4-20-19 E/D
514	Use of tracks: Luce Line Jct. to Minneapolis	7-15-22 E
38	Trackage rights: Luce Line Jct. to 7th & Holden Streets.	10-1-23 E
52	Lease to MN&S to construct track to enter Munsingwear building on Western Ave.	4-22-24 E
59	Right to occupy Munsingwear spur property	4-1-24 E
61	Right to occupy track #8, Mpls. Terminal	10-31-24 E
62	Right to occupy track #7 and platform at Minneapolis Terminal.	10-31-24 E
60	Right to occupy property, John Hancock Oil Co. spur, 3rd Ave. N. & 7th St. N.	11-14-24 E
523	Maintenance of industry tracks	No Date E
228	Pence Automobile Co.: purchase of ESL Term. Co. capital stock.	8-1-35 E
561	Purchase of tracks at 7th St. N.	12-1-38
261	Sale of various spur tracks on Terminal Co.	1-24-40 E
547	Sale of various spur tracks on Terminal Co.	1-24-40
449	H. C. Alden: description of ESL Terminal Co. land.	10-19-55
486	Deed and Bill of Sale for conveyance of all properties of ESL Term. Co.	12-28-55
603	Norman Roitenberg: Sale of 7th St. N. Depot, Blocks 1,2,3,4, Camp & Walker's Addition.	10-7-57

Minneapolis Anoka & Cuyuna Range Ry. lease of 7th St. N. Station.

159	6-24-20 E
526	6-24-20 E
85	4-1-25 E

Minnesota Western Ry./R.R.

63	Rent of freight office, 710 3rd Ave. N.	10-31-24 E
109	Crossing: Robbinsdale extension.	12-3-26 E
237	Various documents in connection with Receivership.	No Date E
521	Trackage rights over ESL Term. Co. tracks.	9-28-24 E
522	Trackage rights over ESL Term. Co. tracks.	1-1-29
279	John H. McMillan and Cargill Inc.: Management, trackage and industry contract.	3-25-42 E
283	Cargill Inc.: lease part of freight house.	8-15-42 E
462	Permission to maintain telephone line on ESL Term. Co. track.	8-15-55
463	Bill of Sale for purchase of telephone line originally property of ESL Term. Co.	8-15-55
459	Trackage rights.	3-14-56
483	Interchange at Glenwood Jct.	3-14-56

Chicago Great Western Ry.

2	Use of tracks: Northfield to Faribault (M StP R & D E T Co.)	9-18-12 to 12-15-17
81	Trackage rights: Randolph to Mankato (M StP R & D E T Co.)	4-1-14 (cancelled 1916)
20.5	Trackage rights:Northfield to Faribault with facilities.	7-17-21 to 7-16-46
22	Permit to connect to Berg spur track	11-1-21 E
26	Switching cars to packing house at Faribault.	5-1-22 E/D
39	Use of tracks.	9-28-23
181	Use of tracks, Northfield to Randolph.	9-28-23
82	Operating agreement, Mankato Div.	1-17-25 E
146	Easement for track, Northfield.	2-1-29

Great Northern Ry.

597	Interchange agreement, Lyndale Jct.	2-24-20
57	Use of tracks and wye; water from tank.	1-1-24
68	Operating Cedar Lake Yard.	9-20-24
947	Interchange agreement, "T" Yard, Mpls.	9-16-76

Mpls. St. Paul & Sault Ste. Marie Ry.

120	Trackage and connection at Crystal.	11-15-26
776	Interchange trackage at Humboldt Yard.	11-29-66

Northern Pacific Ry.

145	Joint facility, Northtown Yards	11-16-28
662	Service performed in Grove Yard by N.P. Ry.	6-1-61

Chicago Milwaukee St. Paul & Pacific Ry.

149	Trackage rental, Northfield.	2-24-29 to 7-1-80

154	Interchange tracks, Northfield.	10-4-29
171	Construction of interchange track, St. Louis Park	11-26-30
588	Construction of industry track, St. Louis Park.	6-1-57
622	Use of turntable at Northfield.	12-31-58
720	Extension southward of Northfield Yard and eliminating Sechler crossing.	No Date
817	Private crossing agreement (Sechler), Northfield.	8-1-68
848	Interchange agreement, track at Lakeville.	11-5-69
916	Enebak Const. Co.: grading at Northfield Yard.	8-23-74
990	ICC S.O. 1379 authorizing MN&S to operate over MILW tracks at Lakeville.	5-11-79
996	Trustee, C M StP & P RR: rental of trackage at Northfield.	9-14-79

Chicago & North Western Ry.

197	C StP M & O Ry.: trackage elimination in taking water at Savage.	3-6-33 E
921	Interchange agreement, Glenwood Jct.	6-1-74

Miscellaneous

140	S. J. Peterson: construction of grade, Northfield	10-1-28 E

SIDE TRACK AGREEMENTS

54	Munsingwear Corp. (industry spur-Western Ave.)	4-8-24
518	Munsingwear Corp. (spur track-see also #550)	4-8-24
517	Murray Coal Co. (spur connection-Minneapolis)	5-24-24
83	Powers Mercantile Co.	4-14-25
111	Hart Fuel Co. (const. spur, 62nd & Nicollet)	8-10-26
136	Young Fuel Co. (lease of property near Edina Rd.; construct coal spur track)	5-7-28
170	City of Minneapolis (const. spur track @ 61st St.)	1-2-30
161	Philpott-Bailey Co. (const. spur track; Edina Rd.)	8-5-30
163	Zenith Const. Co (const. spur track; St. Louis Pk.)	9-15-30
191	Canfield-Dietrick Lumber Co. (const. spur track; St. Louis Park)	7-14-32
232	Hart Fuel Co. (const. spur track #2)	9-4-35
241	Northfield Milk Products Co. (spur tracks to first plant)	11-15-36
274	Munsingwear Inc. (R/W, spur track, second plant)	8-1-41
551	Munsingwear Inc. (R/W for spur track)	8-1-41
304	Protective Products Co. (operation of spur track)	1-2-45
310	Canton Lumber Co. (const. spur track at Warden Station, St. Louis Park)	10-12-45
319	Continental Machines Inc., Savage (agreement cancelled 11-15-60)	10-15-45
558	Direct Oil Service Co. (easement for spur track on Holden St. between 11th/12th Streets)	2-6-47
367	Simons Woodwork Co. (spur track @ 61st St.) (agreement cancelled 1-2-74)	5-15-48
352	Steelmade Inc. (spur track; 86th & Pleasant)	9-15-48
350	Lampert Lumber Co. dba Richfield Lumber Co. (spur track @ 78th St.)(cancelled 1-2-74)	
354	P.F. & F.R. Boeye (spur track to Studebaker Corp.)	10-25-48
366	Oscar Roberts Co. (spur track @ Edina)	10-28-48
401	Tri Associates Inc. (spur track)	7-10-52
399	Andrew A. Kindem (spur track)(cancelled 1-2-79)	8-11-52
402	Associated Contractors Inc. (spur track)	10-15-52
412	Northfield Industrial Corp. (const. spur track)	1-25-53
414	Minneapolis Gas Co. (Golden Valley)	5-15-53
413	Baker-Lull Corp. (spur track)	8-10-53
411	Lithium Corp. of America (spur track)	10-15-53

415	Minneapolis Gas Co. (81st & Pleasant)	10-15-53
431	Strom Concrete Blocks	4-2-54
430	Minnesota Perlite Corp.	9-1-54
567	Lain-Watson Co.	11-15-54
444	Lain-Watson Co.	no date
433	Bloomdale Lumber Co.	11-15-54
441	Erickson Brothers (spur track; 84th & Pleasant)	11-15-54
432	New Holland Machine Co.	11-30-54
440	Slocum-Bergren Co.	12-1-54
436	International Paper Co. (Golden Valley)	12-15-54
454	Northern States Power Co. (spur track)(8-116-21)	10-15-55
462	Thompson Yards Inc., branch of Weyerhauser Timber Co. (spur track)	11-1-55
466	Cambridge Brick Co. (spur track)	12-1-55
461	Federal Container Inc. (spur track) 12-1-55 to 10-21-69	12-1-55
487	Elk River Concrete Products Co. (spur track; 86th & Pleasant)	7-16-56
491	Associated Homes Mfg. Co.	10-23-56
539	Ki Hauke Mfg. Co. (extension of Powers spur track)	no date
668	John Deere & Co. (spur track)	1-11-57
570	Fremont Industries Inc. (spur track; 90th St.)	4-29-57
604	C.W. & M.M. Merchant (install industrial track; 4-117-21 Government Lots 3 and 4)	7-1-57
601	R.N. & M.O. Beim (install industrial track; Golden Valley)	8-15-57
652	Edward R. Conry-Kraft Mercantile Co. and American Motors Sales Corp.	8-30-57
605	Wm. H. Ziegler Co. (install industrial track) (paid in full 7-7-59)	9-1-57
613	B. F. Goodrich Co./McBride Realty Co.	5-31-58
620	General Tire Realty Co./General Tire & Rubber Co.	7-15-58
619	City of Minneapolis (spur track at Southwest Equipment Storage Bldg.; 61st & Pleasant)	9-15-58
624	Minneapolis Gas Co. (New Hope)	10-15-58
640	Continental Baking Co. (spur track)	9-29-59
658	George T. Ryan Co. (spur track)	7-15-60
660	Thompson Hardwood Lumber Co. (spur track)	11-1-60
678	Toro Mfg. Co. (spur track)	4-10-62
669	St. Regis Paper Co.	1-15-63
690	Queen Anne Terrace (T. J. Casey) (construction of 400 LF spur track south of MP 23, Argonne)	7-30-63
699	Construction Steel Inc.; Wentworth Properties Inc. (agreement: track on MN&S property)	11-25-63

700	Hilldale Lumber Co. (spur track) (AFE 13-54)	4-15-64
707	C & S Company (98th & Humboldt)	9-28-64
711	Twin City Brick Co. (agreement over Lots 12-13, Nicollet Acres) (1-18-65 to 10-20-75)	1-18-65
727	Twin City Brick Co. (removal of Hart Fuel Co. spur track and construct new spur track) (7-1-65 to 10-20-75)	7-1-65
734	Erickson Brothers and Minnesota Masonic Home (easement for spur track assigned to MN&S)	7-7-65
746	Bernard L. Dalsin Co. (86th & Wentworth)	4-14-66
758	Chevrolet Div.-General Motors Corp.	4-29-66
749	Gabbert & Gabbert Co.	5-19-66
755-756	Poly-Tech Corp. (agreement & lease)	5-23-66
760	Lyndale Terminal Co.	5-25-66
747	Sunshine Biscuits Co. (4915 W. 35th St.) (agreement cancelled 9-25-74)	6-2-66
769	E. I. DuPont DeNemours & Co. (5251 W. 74th St.)	6-29-66
754	Brechet & Richter Co. (6005 Golden Valley Rd)	6-30-66
759	Lyon Food Products Inc. (2301 Nevada Ave.N.)	8-25-66
767	Allis-Chalmers Mfg. Co. (Bloomington)	9-6-66
415	Minneapolis Gas Co. (Fred O. Watson Co.)	11-1-66
765	Northern Land & Realty Co.	11-16-66
823	Ford Motor Co. (6301 W. Old Shakopee Rd.) (effective 3-21-69)	11-21-66
766	Glenwood-Inglewood Co. (lease)	11-21-66
768	D. H. Overmyr Co.	12-1-66
774	Masonite Corp. (79th St.)	1-10-67
772	Oken´s Inc.	1-11-67
785	Business Incentives Inc. (7630 E. Bush Lake Rd.)	6-26-67
796	Bloomington Pik-Quick Market (2112 W. Old Shakopee Rd; track lease)	10-25-67
803	Various industries. Many other entries list this file number; may need to check entire file.	1-1-68
800	American Standard Inc.	1-17-68
810	Sico Inc. (7525 Cahill Rd., Edina)	5-21-68
803	Suburban Newspapers Inc. and Nine Mile West Inc.	6-3-68
80?	Gabbert & Gabbert Co. (Edina Distribution Center)	11-13-68
803	Sichem Inc. (Richard Chemical)	11-27-68
820	Various industries; track maintenance agreements	various
824	Carson-Pirie-Scott & Co.	12-30-68
80?	Cross & Murray and/or Consolidated Warehouse Co. (710 3rd Ave.N.)	8-15-69
843	Liberty Carton Co. (deed and bill of sale for industrial spur track; Golden Valley)	12-3-69
803	Liberty Carton Co.	3-27-70
803	Grinnell Co. (1201 W. 96th St.)	4-27-70
803	Newton Properties & Kensington Investments	4-29-70

803	Frederick-Willys Inc.	6-19-71
803	Kunz Oil Co. (Edina)	8-24-71
803	Reo Plastics Inc. (New Hope)	11-8-71
803	Newport Homes Div.-Apeco Corp. (Lakeville)	6-9-72
803	Malt-O-Meal Co. (various agreements)	9-15-72
803	L. L. LeJeune Co. (60th & Nicollet)	10-16-72
803	Creamette Co. (7300 36th Ave. N.)	10-17-72
803	National Polymers Inc. (Airlake Indust. Park)	12-1-72
888	Freun Milling Co. (agreement and lease)	1-1-73
900	Northern States Lumber Co. dba Oxboro Lumber Co. (lease; 96th & Lyndale)	4-1-73
803	Minnesota Clay Co. (various agreements) (8001 Grand Ave.So.)	5-23-73
803	Larson-Olson Co. (various agreements)	5-23-73
905	Kenneth G. Benson (warehouse 4700 Quebec Ave.N.)	11-1-73
905	White Inc. (warehouse 4700 Quebec Ave.N.)	11-1-73
803	Richards Oil Co. (Savage)	12-1-73
839	Warden Oil Co. (various track leases)	12-15-73
907	Webster Building Products Corp. (230 W. 61st St.)	1-2-74
907	Food Producers Inc. (various agreements)	1-14-74
908	Food Producers Inc. (various agreements)	1-14-74
839	ITT Thermotech Div. (various leases)	1-15-74
907	R. B. Thompson Lumber Co. (201 W. 61st St.)	10-20-75
907	Fairway Foods Inc. (Northfield industrial park)	11-4-75
907	Northfield Equipment & Mfg. Co. (Northfield industrial park)	11-7-75
965	Old Peoria Co. (7125 Sandberg Rd.)	8-3-77
907	Crown Cork & Seal Co. (Airlake Indust. Park)	10-12-77
907	Wunder-Klein-Donohue Co. (250 Fremont Ave. N.)	12-14-77
907	Merillat Industries Inc. (Airlake Indust. Park)	1-25-78
974	Con Agra-Fruen Inc. (license to use portion of MN&S property for metal enclosure to unload cars)	2-17-78
907	American Provision Co. (Golden Valley)	3-29-78
991	Star-Tex Corp. (Airlake Indust. Park)	6-21-79
998	Kindem Millwork Co. (83rd & Grand)	7-2-79
1003	M-M Bloomington Associates (warehouse "B" at 312 W. 86th St.)	1-24-80
1002	R. L. Johnson Investment Co. (two warehouses at 108th & Hampshire)	2-7-80
907	Kensington Investments Inc. and Applied Textures Inc. (300 W. 83rd St.)	9-16-80
1012	Process Displays Inc. (7108 31st Ave. N.)	11-5-80

Locomotives

21	H.K. Porter Co. Bill of Sale	7-30-20 to 8-19-21
79	N. P. Ry. Purchase locomotives 2354 and 2359	6-29-25 D
125	D.M.& N. Ry. Purchase locomotives 344 and 345	10-11-27 E
131	D.M.& N. Ry. Purchase locomotives 321 and 326	2-28-28 E
150	D.M.& N. Ry. Purchase locomotives 329 and 337	7-29-29 E
195	Birmingham Rail & Locomotive Co. Purchase locomotives 500, 501 and 502	12-1-32 E
206	Birmingham Rail & Locomotive Co. Purchase locomotives 503 and 504	10-6-33 E
265	Baldwin Locomotive Works Purchase 660 h.p. diesel locomotive	2-23-40 E
285	Baldwin Locomotive Works/Minnesota Western Ry. Purchase diesel locomotive 100	10-1-42 E
346	Midland National Bank;diesel locomotive contracts	9-1-47 E
355	Baldwin Locomotive Works Purchase locomotive 20	10-1-48 E
356	Baldwin Locomotive Works Purchase locomotive 21	12-1-48 E
357	Baldwin Locomotive Works Purchase locomotive 22	12-5-48 E
358	Baldwin Locomotive Works Purchase locomotive 23	12-6-48 E
359	Baldwin Locomotive Works Purchase locomotive 24	12-7-48 E
490	Cargo Carriers Inc. Buy and Sell agreement-locomotives	10-24-56
748	EMD-GMC Purchase two SD39 diesel locomotives	6-6-66 and 4-24-68
992	Soo Line R.R. Lease of locomotives	6-29-79
995	C. & N.W. Transp. Co. Lease of MN&S locomotives	various

Freight Cars

86	Pence Automobile Co. Purchase cars 609-610	2-17-26 D
103	Pence Auto Co. Purchase 40 Flat Cars	4-17-26 E
129	Union Refrigerator Transit Co. Lease of Refrigerator cars	1-20-28 to 1-23-4?
130	General American Car Co. Lease of Refrigerator cars	11-8-46 to ?
335	General American Transportation Co. Lease of Refrigerator cars	11-8-46 to ?
582	N. P. Ry. Lease of 30 Hart 70-ton cars	6-1-57
606	Pullman Standard Car Mfg. Co. Purchase 101 50-ton 40´6" Type PS-1 Box Cars 1202-1302	2-18-57
666	Great Northern Ry. Lease DFL Box Cars 39347, 39357, 39360, 39366 and 39369	6-5-61
673	Pacific Fruit Express Co. Uniform trailer-flat car contract	12-6-61 to 10-15-75
778	Transport Leasing Co. Lease of 3 freight cars	6-1-67
811	Pullman Inc.-Transport Leasing Div. Lease two 100-ton covered Hopper cars	6-15-68
862	Thrall Car Mfg. Co. Purchase ten Thrall All-Door Box cars	1-22-71
869	General American Transp. Co. Lease ten 50 ft.	

	DF Box cars	5-2?-71
874	North American Car Corp. Lease six Covered Hopper cars	2-28-72
882	U.S. Railway Leasing Co. Lease six RBL Box cars 565-570	9-26-72
893	U.S. Railway Leasing Co. Lease eight Covered Hopper cars	3-27-73
903	Transportation Corp. of America Lease six 60 ft. Farm Implement cars for 15 years from	9-21-73
910	U.S. Railway Leasing Co. Lease twelve RBL Box cars 50001-50012	2-?-74
913	U.S. Railway Leasing Co. Lease fifty Covered Hopper cars 3001-3050	2-4-74
914	U.S. Railway Leasing Co. Lease fifteen RBL Box cars 571-585	2-5-74
918	American Rail Box Car Co. Rail Box pooling agreement and BX car contract	10-1-74
919	U.S. Railway Leasing Co. Lease twenty RBL Box cars 50013-50032	7-17-74
920	U.S. Railway Leasing Co. Lease fifty RBL Box cars 50033-50082	10-9-74
923	U.S. Railway Leasing Co. Lease fifty XF Box cars 51001-51050	3-12-75
936	U.S. Railway Leasing Co. Lease fifty RBL Box cars 50501-50550	1-2-76
938	U.S. Railway Leasing Co. Sale of approximately 165 40 ft. XM Box cars	6-28-76
939	U.S. Railway Leasing Co. Lease of 165 50 ft. XM Box cars 49001-49165	6-28-76
953	Con Agra Inc. Sublease five Airslide cars	4-1-77
954	General American Transp. Co. Lease 5 (5 crossed out and changed to 10) Airslide cars	no date
939B	U.S. Railway Equipment Co. Lease 50 ft. XM Box cars 49501-49600	10-11-76
964	General American Transp. Co. Lease three 50 ft. DF Box cars	11-11-77
970	Rex Railways Inc. Lease twenty-five 50´6" XM Box cars 49700-49724	12-8-77
986	Rex Railways Inc. Lease 100 Box cars 49800-49899	3-6-79
1015	Transportation Corp. of America Lease 100 LO Covered Hopper cars 3100-3199	1-6-81
1018	GLNX Corp. Lease of up to twenty-five GB Gondola cars 6000-6024	8-8-80
1015A	Transportation Corp. of America Lease twenty-five LO Covered Hopper cars 3300-3324	1-22-81
1015B	Transportation Corp. of America Lease twenty-five GB Gondola cars 6100-6124	4-17-81

Freight Cars Leased to Others

743	General Mills Inc.	five cars	3-7-66
876	ADM Milling Co.	three covered hopper cars	7-1-72

912	General Mills Inc. 50000 series cars	4-2-74
924	General Mills Inc. Exclusive service agreement 51000 series cars	4-1-75
935	General Mills Inc. Exclusive service agreement 50501-50550	4-30-76
963	Masonite Corp. Sublease sixty all-door side-slider cars 2500-2559	9-28-77
1006	Various short-term leases of MN&S owned rolling stock to various customers for storage on private tracks	

Leech Lake Property

377	Warren Schoen Lease of lodge	6-14-50
489	J.S. Moore and Tilly S. Moore (husband and wife) and Anna Rosander Lease of land	10-1-56
595	J.S. Moore-Moore´s Lodge-caretaker for maintenance of Leech Lake Fishing Camp	7-30-57
595	J.S. Moore Lease of land	10-1-65
489	Walter and Gloria Reed Lease of land and lease agreement for care of MN&S Lodge	2-1-66
837	Minnesota Chippewa Tribe Lease-Leech Lake Lodge	10-15-69

Miscellaneous

599	Appointment of Burns Allen as Secretary of Executive Committee effective 9-1-57 Cancelled 9-1-76	8-20-57
629	Rede Sales Inc. Bill of Sale for 1954 Chris Craft 24 ft. Express Cruiser	6-23-59
644	H. E. Pence Purchase of 1957 Cessna 182 Airplane	12-30-59
651	Executive Hangars Inc. Hangar rental for twelve months from	4-1-60

MINNESOTA HISTORY RESEARCH CENTER: THE SOO LINE RAILROAD COLLECTION, MINNEAPOLIS NORTHFIELD & SOUTHERN RY

MINNESOTA HISTORY RESEARCH CENTER
SOO LINE RAILROAD COLLECTION

Minneapolis Northfield & Southern Ry.

Box 15 146.B.17.8(F)

- Chicago & North Western Ry. Merger Proposals
  - CNW and CGW applications before the ICC 1964
  - Brochures and propaganda: various roads, undated and circa 1964-1965
  - Correspondence 1964-1967 3 folders
  - Clippings: undated and 1964-1969
  - Brief of Intervenor 1968
  - CNW collection of revenue 1968-1969
  - CGW interchange: undated and 1968-1969

Box 16 146.B.17.9(B)

- Chicago & North Western Ry. Merger Proposals
  - Report on a proposed consolidation of CMStP&P and CRI&P 1960
  - Maps 1960's 2 folders
  - Soo Line, undated and 1962-1968 3 folders
  - Special traffic study 1962
  - Stipulations: undated and 1965
  - Petition of Leave to Intervene and other documents, undated and 1964-1966
  - Maps showing through freight train service (CNW,CGW,RI) 1966
  - Four-way study: undated and 1967-1968
  - Testimony: Gary M. Andrews 1968, R. E. Birkholz undated and 1967-1968, Ben W. Heineman undated, and B. N. Howery undated and 1967-1968
  - Correspondence 1968-1969 3 folders
  - Petitions from other Minnesota companies 1969
  - Service deterioration and interchange with former CGW 1969?
  - Miscellaneous papers: undated and 1963-1969 3 folders
- Interstate Commerce Commission 1938-1939
- Correspondence and miscellaneous papers 1960-1963
- Steam Locomotives: undated and 1913-1929
- Photographs: undated and 1924-1956

Box 17 142.D.5.4 (oversize items)

- Drawings
  - Logo: undated and 1972: 2 folders, 4 drawings (MN&S herald)(MNS letters for freight cars)
  - Minneapolis Depot (3AN & 7SN) floor plan, undated
  - Standard Tool House, undated
  - Standard Walk & Hand Rail 1957
  - Locomotive diagrams 1929: 100-101,200-201 H.K.Porter Co. (I did not find these)
  - Edina Freight Terminal sign 1942
  - Sign 1927
  - Service Track sign, undated
  - Standard Bridge sign, undated
  - Standard Highway Crossing sign 1937
  - Standard Slow sign, undated
  - Standard Trespass sign, undated
  - Standard Vertical No Clearance sign 1949
  - Standard Whistle Post, undated

Maps
- Wilson Bell & Wagner's Addition to Minneapolis 1857
- City of Northfield plat map undated
- Oswald property 1912
- Sketch of leased property at 54th St. & Nicollet Ave., undated
- 60th St. Shop grounds 1923
- Government Lot 2 S4-T115-R21 1922
- Government Lot 5 S4-T115-R21 1922
- Lots owned at Glenwood Jct., undated
- Orchard Gardens 1926
- Camp & Walker's Addition to Minneapolis 1940
- Profiles of located line:
  - Rail chart, undated
  - Luce Line Jct. to Brookside 1914
  - Through St. Louis Park   1923 (original and blueprint)
  - ESL Jct.-Auto Club Station (N.S.P. Co.) 1923
  - Savage to 60th St., undated
- R/W and Track:
  - ESLT Co.:
    - Track to Munsing Underwear Corp. plant 1924
    - Power's Mercantile Co. proposed spur 1924
    - Munsing Underwear Corp. tracks and buildings 1929
    - Part of Minneapolis 1933
    - Crossing diagram, Western Ave. near Lyndale Ave. 1936
    - Survey of Fruen Milling Co. property 1940
  - Luce Line Junction, undated
  - Glenwood Junction Yard 1923
  - Plat to accompany contract covering interchange with GN Ry. at Cedar Lake Yard 1924
  - 54th St.-Minneapolis to R/W station 221+00   1920
  - Proposed change of line, Auto Club Jct. to Savage 1925-1926   2 maps
  - Proposed crossover to CGW in the vicinity of St. Olaf Ave., Northfield 1928
  - MRR&WC map of MN&S Ry. at Northfield   1934 (reverse negative)
  - Station and Yard Plat, Northfield 6-1-1977
  - Soo Line RR connection, Western Ave. to Robbinsdale:
    - Proposed Soo Line connection from Western Ave. to Robbinsdale 1924
    - Proposed connection with Soo Line near Robbinsdale 1925
    - Robbinsdale extension profile, undated
    - R/W Robbinsdale extension thru Golden Valley and Crystal, undated

Photograph: Harry E. Pence Sr., undated (I did not find this)

Box 18 Map Tube   132.H.1.14

Map of proposed Soo Line connection, Western Ave. to Robbinsdale 1925
American Class I Railroads (Ass'n of American Railroads)   1959?

Mpls. St.Paul Rochester & Dubuque Electric Traction Co.

Box 19   142.D.5.5(dov)

Drawings
- 59th St. Carhouse 1912   2 sheets
- Standard Overhead Crossing 1908
- Standard Shelter Station 1915

- Bridges:
  - Standard Frame Bent, undated
  - Standard Pile Bent 1913
- Standard Timber Cattle Passes 1908
- Standard Cattle Guard 1910
- Standard Earth Closet 1912?

Maps

- Map of preliminary line: Round Lake to Lakeville 1908
- Maps of located lines:
  - Minneapolis city limits to Savage 1908
  - Savage to Lakeville: undated, 1908, and 1909 (3 maps)
  - Northfield 1911
  - Northfield to Owatonna
    - Section 1 Northfield to Dundas 6-15-1908
    - Section 2 Dundas to Faribault 6-25-1908
- Profiles:
  - Residency #3 Lakeville to Northfield 1910
  - CGW Ry. connection at Northfield 1914
  - 7th & Holden Sts. to Luce Line Jct. 1914
- R/W through property of of B. Engren, Lakeville, 1909
- CGW Ry. connection at Northfield 1912
- Berg's Spur, Rice County 1915 (I don't recall finding this)

Minnesota Western R.R. Co. (I didn't find any of the following)

- Locomotive Diagram #143 and 146 1929
- Drawing of Motor Car #39, undated
- Summer cottage plan and details 1914

MHS 9-1-2012

Location **Box**
307.F.8.8F 15 1914-1934.
Corporate Record Books:
("2"), July 11, 1899-June 17, 1922.
("3"), April 19, 1923-April 21, 1938.

- Minneapolis Anoka and Cuyuna Range Railway Company:
  - Stock Certificate, 1915.

- Minneapolis Northfield & Southern Railway Company:
  - C&NW Merger and Merger Proposals:
    - Brief of Intervenor, 1968.
    - Brochures and Propaganda: Various Roads, undated and ca. 1964.
    - CGW Interchange, undated and 1968-1969.
    - Clippings, undated and 1964-1969.
    - CNW Collection of Revenue, 1968-1969.
    - CNW and CGW Applications before the ICC, 1964.
    - Correspondence:
      - 1964-1967. 3 folders.

Location **Box**
307.F.8.9B 16

      - 1968-1969. 3 folders.
    - Four-Way Study, undated and 1967-1968.
    - Maps, 1960s. 2 folders.
    - Maps Showing Through Freight Train Service (CNW-RI-CGW), 1966.
    - Petition of Leave to Intervene and Other Documents, undated and 1964-1966.
    - Petitions from Other Minnesota Companies, 1969.
    - Report on Economics of a Proposed Consolidation of Milwaukee and Rock Island, 1960.
    - Service Deterioration via Interchange with Former CGW, [1969?].
    - Soo Line, undated and 1962-1968. 3 folders.
    - Special Traffic Study, 1962.
    - Stipulations, undated and 1965.
    - Testimony:
      - Andrew, Gary M., 1968.
      - Birkholz, R. E., undated and 1967-1968.
      - Heineman, Ben W. (CNW Chairman and CEO), undated.
      - Howery, B. N., undated and 1967-1968.
    - Miscellaneous Papers, undated and 1963-1969. 2 folders.
  - Correspondence and Miscellaneous Papers, 1960-1963.
  - Interstate Commerce Commission, 1938-1939.
  - Photographs, undated and 1924-1956.
  - Steam Locomotives, undated and 1913-1929.

Location **Box**

304.G.1.2 17 Oversize Items (mainly maps and structural drawings):

- Camp & Walker's Addition to Minneapolis, 1940.
- City of Northfield: Plat Map (#451), undated.
- Edina Freight Terminal Sign, 1942.
- Electric Short Line Terminal Company:
    - Crossing Diagram: Western Avenue near Lyndale Avenue, Minneapolis, 1936.
    - Munsing Underwear Corporation Tracks and Buildings, 1929.
    - Part of Minneapolis, 1933.
- Gov. Lot 2 of Sec. 4-115-21, 1922.
- Gov. Lot 5 of Sec. 4-115-21, 1922.
- Location of MN&S Thru Village of Saint Louis Park, 1923.
- Locomotive Diagrams:
    - Locomotives 100 and 101, built by H. K. Porter Co., 1929.
    - Locomotives 200 and 201, built by H. K. Porter Co., 1929.
- Lots owned by MN&S Ry. in Glenwood, Minnesota, undated.
- Luce Line Junction, undated.
- MN&S Depot Floor Plan (Mpls.), undated.
- MN&S Logo, undated and 1972. 2 folders, 4 drawings.
- MN&S Ry.:
    - Proposed Cross-over to CGW, Vicinity of St. Olaf Avenue, Northfield, Minnesota, 1928.
    - Rail Chart, undated.
    - Sign, 1927.
- Minnesota Railroad & Warehouse Commission Map of MN&S at Northfield (Map 1) , 1934. Reverse negative photocopy.
- Orchard Gardens, 1926.
- Oswald Property, 1912.
- Pence, Harry Sr., undated. 1 photograph.
- Plan of Proposed Connection with M.St.P&S.Ste.M. Ry. near Robbinsdale, Minnesota ("Robbinsdale Expansion - I") (101-A), 1925.
- Plat to Accompany Contract Covering Interchange at Cedar Lake Yards, Minneapolis ("Exhibit A' 1") (GN Ry/MN&S Ry.) (Files C-2-19 and C-2-19A), 1924.
- Powers Mercantile Company Proposed Spur, 1924.
- Profile of Line through Village of Saint Louis Park, 1923. Original and blueprint copies.
- Profile of Located Line: Luce Line Junction to Brookside, Hennepin County, Minnesota, 1914.
- Proposed Change of Line: Auto Club-Savage, 1925-1926. 2 maps.
- Proposed Soo Line Connection from Western Avenue to Robbinsdale ("Robbinsdale Extension I' - 101"), 1924.
- Right-of-Way and Track Maps:

    - Electric Short Line Junction to Auto Club Station, Northern States Power Company, 1923.
    - Minneapolis (54th St.) - Northfield, 1920.
    - Robbinsdale Extension: Golden Valley to Crystal, undated.
  - Robbinsdale Extension - Profile, undated.
  - Savage to 60th St., Minneapolis, undated.
  - Service Track Sign, undated.
  - Sixtieth Street Shop Grounds, Minneapolis (302), 1923.
  - Sketch of Leased Property at 54th St. and Nicollet Ave., undated.
  - Standard Bridge Sign, undated.
  - Standard Highway Crossing Sign, 1937.
  - Standard Slow Sign, undated.
  - Standard Tool House, undated.
  - Standard Trespass Sign, 1928.
  - Standard Vertical No Clearance Signs, 1949.
  - Standard Walk and Handrail, 1957.
  - Standard Whistle Post, undated.
  - Station Plat: Northfield, Minnesota, 1977.
  - Survey of Fruen Milling Company Property, 1940.
  - Track to Munsing Underwear Corporation Plant, Minneapolis, 1924.
  - Wilson Bell & Wagner's Addition to Mpls., 1857.
  - Yard Map Glenwood Junction, 1923.

Location	**Tube**	
132.H.1.14	18	Map Showing Proposed Soo Line Connection from Western Ave. to Robbinsdale, 1925. American Class I Railroads (Association of Amrican Railroads), [1959?].

Location	**Box**	
304.G.1.3	19	Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Co.:

- Berg's Spur (Rice County, Minnesota) (20), 1915.
- Bridges:
  - Standard Frame Bent (5) (57), undated. 1 structural drawing.
  - Standard Pile Bent (6) (57), 1913.
- 59th Street Car Barn (4) (57), 1912. 2 structural drawings.
- Location MSt.PR&DE Ry. at Northfield, Minnesota (#459), 1911.
- Maps of Located Lines:
  - City Limits of Minneapolis to Savage, Minnesota (503), 1908.
  - Northfield to Owatonna, Minnesota:
    - "Dan Patch Line," 1908.
    - Northfield to Owatonna, Minnesota, Section No. 2, Dundas to Faribault, 1908.
  - Savage to Lakeville:
    - 459, 1908.

        - Drawing 969 (459), 1909.
        - Drawing 1026 (459), undated.
    - Map of Preliminary Lines: Round Lake to Lakeville, Minnesota (F-3 383), 1908.
    - Map Showing CGW Ry. Connection at Northfield, Minnesota (a 1042), 1912.
    - Profiles:
        - CGW Ry. Connection, Northfield, Minnesota, 1914.
        - 7th and Holden Streets to Minneapolis Junction, 1914.
        - Residency #3, Lakeville to Northfield, 1910.
    - Right-of-way through Property of B. Engren (Lakeville, Minnesota?), 1909.
    - Standard Cattle Guard (14) (57), 1910. 1 structural drawing.
    - Standard Earth Closet (57), [1912?]. 1 structural drawing.
    - Standard Over-Head Crossing (12 1/2) (57), 1908. 1 structural drawing.
    - Standard Shelter Station (25) (57), 1915. 1 structural drawing.
    - Standard Timber Cattle-Passes (465), 1908. 1 structural drawing.

- Miscellaneous Maps and Drawings:
    - Minneapolis, Sault Ste. Marie and Atlantic Railway Company:
        - Station Building (24 x 64), 1878. 1 structural drawing.
    - Minneapolis and Pacific Railway Company:
        - Payroll Ledger, September 1886-November 1887. 1 volume.
    - Minnesota Western Railroad Company:
        - Locomotive Diagram 143, 146, 1929.
        - Motor #39 (railroad car), undated. 1 structural drawing.
    - Summer Cottage Plan and Details, 1914.

CONTENTS OF THE BACK POCKET

Learn more about the Lakota (Sioux) culture at stjo.org/culture.

REGARDING HIS BOOK ON
DPELAND MNES

John C. Luecke
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St Paul MN 55117-4802
651-489-4264

The attached pages are what I sent John Luecke while reading his manuscript (~~August~~ May 2013). The pencil notations are the result of comparing what I wrote with what appeared in the printed book (November 2013). I found some typographical errors while reading the book. These are itemized following.

Page 31	Photo caption. This is a motor car and motor car with trailer.
Page 34	Photo captiions. Top is a motor car with trailer and motor car with trailer. Bottom is motor car with trailer and motor car.
Page 37	Right hand column, third paragraph: **1911** not 1910.
Page 51	One other photo of 101 has been used in other books: builder's photograph of the front end head on.
Page 85	Photo caption. See Comment #6 item 2.
Page 102	Photo caption. Bottom: 022 should be **102**.
Page 103	Second paragraph: "mule" 100 **1913** not 1911.
Page 104	Dispositiion of Trailers: there is information on most of the trailers.
Page 106	Photo caption. Center: Photo is of **301** but caption is for 201. 201 was not returned to the MN&S in 1927; see Comment #11.
Page 112	Photo caption. Bottom: Caboose 013 perhaps should be **018**. Need to examine more closely the original photograph. There is no record of a number 013 in the MN&S records I have seen.
Page 128	Roster table: Includes Minn. Western 143 and 146. See Comment #16.
Page 130	Photo caption. Center: Snow Plow is **351** not 251.
Page 132	Photo caption. Center: completed **1928** not 1938.
Page 134	Photo caption. Bottom: locomotive not owned by MN&S until 1955. See Comment #18.
Page 162	Photo caption. Bottom: photo is of **21** not 15.

Russell Olson

Photograph Captions: correct wording is Minnesota Streetcar Museum. corrected some, not all

COMMENT #1 23

no Chapter 2 Page ~~1~~ photograph. We used this photo in my book. Our identification was Ogerita was southbound on Nicollet Avenue leaving the bridge over Minnehaha Creek. Rails in the foreground were for TCRT's construction of the wye at 54th St. TCRT extended its operations to 54th St. March 1, 1911. (Mpls. Tribune advertisement February 28, 1911.) either excavation for rail bonding

COMMENT #2 29

OK Chapter 2 Page ~~5~~. Car 9030 was General Electric Company Demonstrator #3. It had been renumbered for the previous railroad on which it had been tested. Ray Corley could not identify which railroad the number 9030 applied. He said this car was also used on the Dan Patch line during April and May 1911. G.E. eventually sold the car to the Electric Short Line Railway in 1914 where it became their #300.

COMMENT #3 26-27-28

OK Chapter 2 Page ~~5~~. The Dan Patch Line built track all the way to 50th Street. The Mpls. Tribune July 3, 1910, indicates the trip began north of 54thSt. as it mentions coming downgrade to 54th St. An advertisement in the Minneapols Tribune August 5, 1910, indicates trips leaving "Nicollet Avenue and Fifty-second Street (end of Washburn Park car line)". TCRT subsquently purchased the 0.512 miles of track from 50th to 54th Streets and built a wye at 54th St. TCRT extended its operations to 54th St. on March 1, 1911.

COMMENT #4 28 29

Chapter 2 Pages ~~6 and 7~~.

OK 1. The White Railbus was built to operate the shuttle service between 54th St. and Auto Club Junction When that service was discontinued (a labor problem was one reason) in 1922 the railbus was sold to the Midland Continental Railroad in North Dakota.

no 2. This photo of #15 "Marion"was taken after its re-equipping by General Electric Company. It was originally #2 "Irene". (Photo is dated 1920)

no 3. Top photo of 9030; see Comment #2. It looks as if the car is northbound at the Nicollet Ave. bridge over Minnehaha Creek. Page 29 BOTTOM caption Demo 3 should be Demo 2.

Partial 4. Photos 003 and 004 are not of #9030. This car is General Electric Co. Demonstrator #2. Photo 004 was taken in Northfield during December 1910. 1st #3 "Rosamond" was accidentally destroyed by fire in early 1911 so Demo #2 continued in daily service until the new G.E. gas-electric cars arrived. Demo #2 was involved in a wreck on the Rapid City, Black Hills & Western Ry. Returned to G.E. it was rebuilt in November ,1911, and given road number 7 for Stock Car 7. It was purchased in 1912 by the Dan Patch Line as its 2nd #3. It was destroyed in the 60th St. Paint Shop fire November 19,1914.

COMMENT #5 Chapter 5 Page 95

yes and no Chapter ~~2 Page 20~~. According to MRR&WC records the 3.19 miles of road from the Minneapolis Terminal to Boagen Green were fully completed during 1913. Boagen Green to Parker's Lake 6.94 miles completed January 19, 1914. Parker's Lake to Stubb's Bay 7.78 miles completed June 2, 1914. Mpls Tribune January 16, 1914: regular passenger trips (four daily) to Parker's Lake to begin January 17, 1914.

COMMENT #6

Chapter 2 Pages ~~23-24~~ 43

OK 1. Page 23, the steel palace car "Marion" was actually #2 "Irene" re-equipped in May 1913 by General Electric Co. with G.E. engine, generator and traction motors and Wason trucks. The car traveled to and from G.E.'s Erie, Pennsylvania, plant under its own power. Renamed "Marion" after Col. Savage it was used as the parlor car on the Minneapolis-Mankato limited runs.

50 and 53 photo caption text   Bachman accident brakeman killet was on footboard (not a ~~damage~~ collision)

no 2. Page ~~24~~,As I have understood it, Locomotive #100 was damaged in a head-on collision with passenger motor car #7 between Orchard Gardens and Lakeville April 29, 1914. (Mpls. Tribune April 30, 1914.) Repairs were under taken in the 60th St. Shops. In the process the badly damaged end was modified. The cab was extended to fully enclose the former open platform, which was also squared off. A finned-tube convection-cooled roof mounted radiator (as used on the passenger motor cars) replaced the mechanical radiator. This also resulted in passenger motor car #7 being rebuilt as Mail-Baggage Trailer #200 (MN&S 45 or W45). Also photo in Chapter ~~4~~ 4 Page ~~13~~. 85

Here both 100 and 7 ~~were~~ badly damaged

OK page 46 The Box Car could be number 1002; cars 100,1001-1004 were built by American Car & Foundry Co. during 1912-1913. 53

OK Page ~~28~~. Photo caption for #100. There is a reference to an accident at Bachman during 1914, MRR&WC Chief Engineer's Case D-91; I have not tried to find this document. I see you have it on page ~~36.~~ 53.

COMMENT #7 64

not Chapter 2 Page ~~48~~. "Ogerita" as built had a center entrance as well as rear open platform entrance, with parlor car wicker arm chairs. The J. G. Brill Co. builder's photograph of the interior indicates the car had at least 12 such chairs. So the figure of 12 seats is probably correct. A Street Railway Journal article dated March 3, 1906, has a photograph of the car indicating the center entrance had been removed. It was replaced with a small compartment separated by a sliding doors in which is located a toilet room on one side and a closet on the other. The wicker chairs were replaced with leather-covered transverse coach seats to increase the seating capacity (looks like 24).

COMMENT #8 66 1P on there is wrong – never placed in service on KCM&I M&KI Ry

no Chapter 2 Page ~~50~~. I have read the book "Heartland Traction" but do not presently have a copy. I don't recall reading that the M&K Int. Ry. was sold to the group that owned the Kansas City Western (previously the Kansas City Leavenworth & Western Ry.). Hilton & Due do not mention it in their book.

Strang Gas Elec Car Co. ownership not mentioned

There is nothing in the Electric Railway Review or Street/Electric Railway Journal. The March 28, 1908, issue of Electric Railway Review has an announcement by William Strang of the Strang Gas-Electric Car Co. that the M&K Int. Ry., Kansas City to Olathe, 22 miles, will be converted to electric operation. "Heartland Traction" stated the Strang cars were evidently less than a complete success on the M&K. Apparently under-powered for the hill-and-dale terrain traversed and would stall frequently on the steeper grades. There were long delays in obtaining spare parts. Despite claims of ease of operation personnel competent to operate and service the cars were difficult to find. During the winter of 1907-1908 service continued to decline as well as the number of passengers. The cars could not be returned to the tracks fast enough. By mid-spring the line had virtually ceased to operate. So the decision was made to convert to electric operation. OK

OK COMMENT #9 72

Chapter 3 Page ~~7~~. There exists a scrapbook of MN&S Ry. printed timetables which were donated to the Minnesota Historical Society. A listing I made of them is included with this document. Note that MN&S Ry.

OK Timetable #1 is dated May 18, 1918. (As printed in Chapter 4 Page 1.)

COMMENT #10 80

OK Chapter 4 Page ~~10~~. From MRR&WC Annual Report for 1924: September 25, 1924, Approved abandonment of track on Nicollet Ave. from 54th St. to 60th St. as requested by the Village of Richfield. Had a three-car terminal at 54th St.; one industry Simon Lumber Co. Relocated the terminal to 60th St. between Nicollet Ave. and Pleasant Ave. Five industries at 60th and Pleasant. Simon Lumber Co. had purchased property on the right-of-way at 60th and Pleasant.

COMMENT #11 94 and 98

no Chapter 5 Pages ~~1~~ and ~~4~~. That statement is misleading. For an explanation see the attachment.

Comment #11

Minnesota Western Railroad
Electric Short Line Terminal Company
Harry E. Pence
December 1, 1927 thru August 1, 1935

December 10, 1927, issue of Railway Age on page 1187: "Harry E. Pence secured control of....Minnesota Western Railroad and its affiliated company Electric Short Line Terminal Company on November 30 through the purchase of the interest of W. L. Luce."

The Electric Railway Journal does not mention W. L. Luce.
December 17,1927: "H. E. Pence, president of the Minneapolis, Northfield & Southern Railway, Minneapolis, Minn., has secured control of the Minnesota Western and the Electric Short LIne Terminal Company."
December 24, 1927: "At a special meeting on December 5th H. E. Pence was elected president of the Minnesota Western Railroad and the Electric Short Line Terminal Company. He is president of the Minneapolis, Northfield & Southern, which recently acquired control of the two othser companies. W. R. Stephens was made vice-president of the two lines, E. C. Bahr secretary-treasurer of the Minnesota Wesstern and F. C. Malcomson of the Electric Short Line Terminal Company."

It is my opinion that very little money was involved in "securing control" of the MW RR and ESLT Co. This was a management change rather than an ownership change. This is why.

When the Minnesota Western Railroad was organized in April 1924 the I.C.C. authorized it to issue $1,500,000 of preferred stock (15,000 shares at $100 par value, 7% non-cumulative) in exchange for the principal amount and unpaid interest of the defaulted mortgage bonds.
A summary (taken from the I.C.C. decisions) of the holders of these bonds:

W. L. Luce, J. E. Luce, E. D. Luce	$504,000
Others, many indirectly interested in the railroad	336,000
	840,000
W.L. Luce	27,500
J. E. Luce	63,400
E. D. Luce and Hazel B. Luce	276,400
	367,300
Total	1,207,300

Preferred Stock in the amount of $1,315,937 was issued during 1924; no information as to how it was allocated among the family members.

The MW Railroad was authorized by the I.C.C. in 1924 to issue $135,000 in new first mortgage bonds to the members of the ESL Railway re-organization committee in settlement of expenditures made by them on behalf of the Receivers. The Committee probably included some of the Luce family.

The MW Railroad was authorized by the I.C.C. in 1926 to issue an additional $660,000 of these mortgage bonds to finance construction of the line from Lake Lillian to Montevideo. They were to be sold at not less than par value plus accrued interest. The railroad intended to sell them to its stockholders, directors, and persons along the line. As we have seen, the MW apparently was able to sell only $537,000 of these bonds. At the end of 1927 the total bonds issued amounted to $672,000.

With regard to the Electric Short Line Terminal Co. the only detail we have is as of December 31, 1917, when it reported having 355 stockholders.

J. E. Luce	13,800 shares	$13,800,000
Hazel B. Luce	3,000 shares	3,000,000
353 other persons	8,200 shares	8,200,000
Totals	25,000 shares	$25,000,000

Harry Pence was an astute businessman; he also used the Pence Automobile Company to make his railroad investments. The Pence Automobile Co. owned 22,899 shares of the 22,986 shares o MN&S Ry. stock outstanding. I don't think he would have made cash investment in the nearly insolvent Minnesota Western by the purchase of capital stock of just one of three family members. (If the laws at this time still required corporate directors to own qualifying shares (one share per director?) these could have been arranged through W. L. Luce.) It appears that W. L. Luce was NOT involved in ownership of the ESLT Co. The volumes of I.C.C. finance decisions do not contain any references to a change in ownership of the MW RR and ESLT Co. in 1927-1928.

The MN&S Ry. had issued $600,000 in mortgage bonds and $250,000 in miscellaneous obligations during 1927 to finance construction of the Soo Line extension and to retire "floating debt" from the purchase of the railroad in 1918. The I.C.C. decisions indicate these funds were entirely for MN&S Ry. capital expenditures.

Referring to the lists of Officers and Directors of the Minnesota Western Railroad note the differences between 1927 and 1928. Under Officers the four "Luce" persons were replaced by eight "MN&S" persons. However under Directors nine of the "Luce" group were replaced by nine new persons of which only two (Pence and Stephens) were of the MN&S. Two new directors, not directly connected with the MN&S, were added in 1930.

Referring to the lists of Officers and Directors of the Electric Short Line Terminal Co. note the differences between 1926 and 1927. Under Officers the four "Luce" persons were replaced by eight "MN&S" persons. However under Directors, five of the "Luce" group were replaced by four new persons, three of which (Pence, Stephens, Malcomson) were of the MN&S. Charles Gluek was the lone carry-over director. Two new directors, not directly connected with the MN&S, were added in 1929.

The Minnesota Western Railroad was placed in receivership 1-25-1932 and sold under foreclosure proceedings 9-12-1932 to the Pence Automobile Company for the upset price of $100,000. The Minnesota Western Railway was incorporated 10-3-1932 and acquired the railroad from the Pence Automobile Co. in exchange for all of the MW Railway capital stock ($100,000). This is from the I.C.C. records and does not appear in the MN&S Ry. Master List of Contracts.

The MN&S Ry. Master List of Contracts, number 228, is Pence Automobile Company acquisition of the capital stock of the Electric Short Line Terminal Co. August 1,1935.

May 22, 2013

John Luecke,

Chapter 4 MN&S

Pg 76-77 no

I found the answer to my question when Harry Pence was elected president. An article in the Minneapolis Tribune December 12, 1920, stated he was elected the previous day.

Pg 68 1st P no

I didn't comment on another statement "paid up Common Stock $44,996,100" although it aroused my interest based on previous research. It has taken me awhile to find the details regarding the issuance of common stock. This is probably a trivial matter of indifference to most readers but I'll share what I have found assuming historical accuracy is desired.

When MN&S purchased the MStPR&DET Co. at the foreclosure auction MN&S carried forward the latter's account balances to their accounting records. The I.C.C. Valuation as of June 30, 1920, analyzes these figures.

ICC Valuation Docket 915 Decided 2-13-1928 Page 516
$578,400 was issued for Cash or in exchange for Property.
$4,417,700 was issued as Commissions or as Bonuses to Purchasers of Preferred Stock.

Going thru the MStPR&DET Co. annual reports to the MRR&WC this Common Stock figure of $4,996,100 appears as of 12-31-1916 and 12-31-1917. The detailed itemization of Investment in Road and Equipment as of 6-30-1914, (the itemization is not included in subsequent reports) under the heading of General lists Miscellaneous costs of $5,555,161 of which $5,456,485 was for "Common Stock Commissions on Sales of Stock". Without the itemization one can't figure out what took place during 1915-1917 that would explain the difference. The end result though is that the MN&S figure of $4,996,100 is best not labeled "Paid up" Common Stock.

COMMENT #12 94

yes no Chapter 5 Page ~~1.~~ The Electric Short Line RailROAD was incorporated in August,1908 (ok) and built the first main track from downtown Minneapolis to Boagen Green. The name was changed in May 1915 (no) to Electric Short Line Terminal Company (for obvious reasons).

no The Electric Short Line RailWAY was incorporated in December, 1908 and built west from Boagen Green.
He has it as RAILROAD again

no Note that the MStPR&DETCo built the second main track from Boagen Green to downtown Minneapolis.

COMMENT #13 96

yes Chapter 5 Page ~~3.~~ It appears to me that these two photos were taken in the same place and at the same time.
no You can barely make out the end of the flat car in the lower photo. It was a construction train (per Gary Long)

page 93

yes and no CHAPTER 5: had you intended to mention ownership by Cargill from 1942 to 1956? The MN&S Ry. management arranged for the sale since Pence Automobile Company owned the capital stock. Cargill paid $100,000 for the stock which is the same price Pence paid under the 1932 foreclosure sale. There is a book about Cargill history that has an account of their railroad activities. I have some notes from the book.

1st sentence 2nd ¶ is incorrect Only OGERITA saw service on the M&K Int. Ry.

COMMENT #14 103

yes and no Chapter 6 Page ~~1~~: According to the book HEARTLAND TRACTION and various trade journals of the time,"Irene" and "Rosamond" never operated on the M&K Int. Ry. The M&K's cars were "Ogerita", "Geraldine" and "Marguerite". "Irene and "Rosamond" were owned and operated as demonstrators by the Strang Gas Electric Car Company. "Ogerita" powered work trains during the electrification of the M&K Int. Ry.

Chapter 6 Page ~~3~~ Roster 103 & 105

ok #1 "Ogerita" was received during June 1910.

ok #2 "Irene" was received during June 1910. J.G. Brill Company Order #17261 dated 4-2-1910. Purchase price apparently was $12,000 based on newspaper articles. Freight was probably extra. Cost after rebuilding by G.E. as of 6-30-1913 was $22,221.58 (Dan Patch employee's pencil notes).

page 105 Table is wrong #3 (first) "Rosamond" was received during June 1910. J. G. Brill Company Order #17301 dated 5-14-1910. Cost prior to 6-30-1911 was $13,265.64 (Dan Patch employee's pencil notes). Destroyed by fire in early 1911. Page 103 text is ok

ok #3 (second) G.E. Demonstrator #2: See COMMENT #4 Item 4. Purchased by MStPR&DET Co. in 1912 presumably as a replacement for "Rosamond" and thus the number 3 was re-used. (Insurance proceeds?) Dan Patch #6 was G.E. #4, a production car built for stock in February,1911, which was also used as a demonstrator. This car was purchased in June 1911. Dan Patch #7 was G.E. Stock Car #6, built sometime during April-May-June 1911. This car was purchased in March 1912.)

COMMENT #15

Chapter 6 Page ~~4~~: 105-106

yes and no #100 was sold to the Central Warehouse Company, St.Paul, in 1917. It was converted to straight electric operation by them in 1918. Resold by them in 1922 to the Mpls. Anoka & Cuyuna Range Railway. Carl Bratnober was involved with both companies.

ok #101-103 were sold to the Pacific Electric Railway in November, 1916. #101 stayed on the P.E. while #102-103 were transferred to the Visalia Electric Railway.

COMMENT #4 Item 1 106 and 125 Builder is still incorrect

yes and no Chapter 6 page ~~5~~: Railbus A-1; the MN&S Equipment Register shows the Builder as White Motor Co. (2-ton truck chassis) and Eckland Brothers Co. (Minneapolis), (bus body). Retired December 1921. Apparently purchased personally by the general manager of the Midland Continental Railroad in December 1921 which reimbursed him in 1922 after the railbus proved itself.

COMMENT #16 128

No Chapter 6 Page ~~6~~: There was no MN&S corporate takeover of the MW Railroad in 1927. These locomotives remained the property of the MW Railroad (as did the gas-electric passenger cars). See the attachment for COMMENT #11. Copies of my notes taken from the ICC Finance Dockets are enclosed. I have photocopies of all the pages in these ICC Dockets.

COMMENT #17 125

ok Chapter 6 Pages ~~7~~ and 17: From the MN&S Equipment Register #55 was given away 2-1-1946 and #59 was sold to the Minnesota Western Railway 4-1-1945.

COMMENT #18 126-127

ok Chapter 6 Page ~~10~~: The three Minnesota Western Railway diesel locomotives were acquired when the railroad was owned by Cargill Inc. (See the separate account of the Cargill Inc. purchase.) According to all the references I have seen all three locomotives were sold to the MN&S Ry. in December 1955.

COMMENT #19

Y Chapter 6 Pages ~~14-15~~ 132-133: Based on the MN&S Equipment Register and these photographs, this is my interpretation. Both A-2's and A-3 were built in the MN&S shops.

A-2 was the 1928 Pierce Arrow (Model 51 body) converted for rail operation in June 1928. The body was damaged in the December 1928 crossing accident on the Minnesota Western. Apparently the Pierce Arrow chassis and drive was retained with a 1928 Buick body installed on the chassis. The number A-2 was retained. The disposition of second A-2 was not listed.

A-3 was a 1929 Buick Model 30-60 converted for rail operation, completed 3-18-1930. No disposition listed.

COMMENT #20 137

ok Chapter 7 Page ~~4~~: this was lakeshore property on Leech Lake near Walker, Minn. MN&S Business Car GOPHER was moved here in 1956 for use as a fishing lodge for company officials and their guests. It was heated and preserved in near original condition. Subsequently the trucks and underbody equipment were removed with the carbody being set on a concrete foundation. It was connected to local utilities, the kitchen remodeled with then-modern appliances,and the hot water carheating unit was removed and replaced by heaters in each end. The Soo Line Railroad donated the carbody to the Minnesota Transportation Museum in 1983.

IHLSON, chapter 7, page ~~13~~ 144: I can't find this sidetrack on the 6-30-1920 Right-of-Way Maps. Could it be WILSON? At the MRR&WC years ago I copied the siding locations and arrangements from such a map with the same date and have noted a spur track at RoW station 88+39 which would be Goodspeed. I can't find this on the digitized maps which Hudson Leighton downloaded and made available. no

COMMENT #21 140, 143, 149-150 most changed but not all

Still ? Chapter 7 Pages ~~9~~,18 and 19: there are a number of AFE references to replacing heavier rail with lighter rail, most often replacing 85 lb. rail with 80 lb. rail. Are they typographical errors? If not, have you found any reason (s) why MN&S would do this?

COMMENT #22 160

not Chapter 8 Page ~~4~~: refer to the attachment pertaining to the 1978-1979 Reorganization etc.

no except for 99.6% In addition to this the ICC application stated that the "Minneapolis, Northfield & Southern Railway, a South Dakota corporation, is controlled by the Pence Auto[mobile] Company, a Minnesota corporation, which owns 22,899 shares amounting to 99.6% of the outstanding shares; said shares are held in the name of Fait & Company which is a nominee name used by the Trust Dept. of Northwestern National Bank of Minneapolis which is fiscal agent for Pence Auto[mobile] Company."

no "Pence Auto[mobile] Company has outstanding 6,028 shares of common stock, all of which are owned either directly or indirectly through trusts in which Northwestern National Bank of Minneapolis is trustee for the benefit of six members of the family of Harry E. Pence who died in 1931."

I hope all of this gives you a better "feel" for the ownership and management of the MN&S.

COMMENT #23 171

Chapter 8 Page ~~16~~: It has been reported that

no 1. TC&W purchased 1.11 miles of CPRail track from Auto Club to the south bankof the Minnesota River.

no 2. TC&W leased the Minnesota River bridge at Savage owned by the Minnesota River Bridge Company, an affiliate of Oakes Development Corporation.

(TC&W and RRV&W are also affiliates of Oakes Development Corporation.)

COMMENT #24

172

no Chapter 8 Page ~~19~~: In 2-1-2001 it was reported that PGR leased the High Line right-of-way from CPRail and purchased the track structure. Interchange was at Nesbitt Siding. Barry Karlberg told me later that PGR owned the track to the north north switch on the Main Line at Auto Club Jct. In October 2007 it was reported that PGR owned the branch line outright. I don't know how much of this ownership is accurate. I do know that interchange is still performed at Nesbitt Siding. The loaded cars are left on the siding for PGR pick up. If there are a lot of empty cars to be picked up they are often left on the Main Line south of the Auto Club Jct. north switch and the street crossing.

COMMENT #25 179

OK Chapter 8 Page ~~23~~: location for the center photograph is marked on the attached track diagram.

Dan Patch Electric Line Gas-electric Passenger Cars

1 "Ogerita". ex Missouri & Kansas Int. Ry. 1 "Ogerita" acquired June 1910. Strang-Brill built Feb 1906. Power plant at Antlers Park 1912. Retired 1914.

2 "Irene". Strang Gas-Electric Car Co. demonstrator. Strang-Brill built Mar 1908. Acquired June 1910. Rebuilt by G.E. May 1913 with GE-Wason equipment replacing Strang-Brill equipment. Renumbered 15 Jun 1915. To MN&S Ry. Aug 1918. Retired 12/1/32.

1st 3 "Rosamond". Strang Gas-Electric Car Co. demonstrator. Strang-Brill built Apr/May 1908. Acquired June 1910. Accidentally destroyed by fire early 1911.

G.E. Demonstrators:
Demo #3 made the first official trip over the line July 2, 1910, 50th St. to Savage.
Demo #2 photographed in Northfield Dec 1910.
Demo #3 photographed on Nicollet Ave., Minneapolis, May or Jun 1911.
Electric Traction Weekly 4/8/11 reported that "a G.E. car [Demo #2] has been handling the service during the past three months, making two round trips daily. 'Irene' now used in regular service, was in constant service for the past six months."

G.E.-Wason Built cars:

2nd 3 RE50B5 built Dec 1907 as demonstrator #2. In service on DPEL Dec 1910. Wrecked on RCBH&W Ry. 1911. Repaired by G.E. Nov 1911 and renumbered stock car #7. Acquired 1912 by DPEL. Destroyed in 60th St. Shops fire Nov 1914.

4 CE58B8 built May 1911. Sold Dec 1916 to Oklahoma New Mexico & Pacific Ry. 1.

5 CE58B8 built May 1911. Sold 1917 to Okmulgee Northern Ry. 110.

6 RE57 built Feb 1911 as stock car 4. Acquired by DPEL Jun 1911. Sold 1916 to Warren & Ouachita Valley Ry. 4.

7 RE57B6 built Jul 1911. Damaged in collision with locomotive 100 1914 and rebuilt to mail-baggage trailer 200.

8 RE67B11 built between Apr-Jun 1911 as stock car #6. Acquired by DPEL Mar 1912. Sold Apr 1917 to Spokane Portland & Seattle Ry. 1102.

9 RE70B11 built May 1912. Sold Nov 1916 to Visalia Electric RR 450.

10 RE70B11 built May 1912. Sold 1916 to Oklahoma New Mexico & Pacific Ry 6.

11 RE70B11 built Aug 1913. Sold Dec 1916 to San Diego & Southeastern Ry. 41.

12 RE70B11 built Aug 1913. Sold Dec 1916 to San Diego & Southeastern Ry. 42.

13 RE70B11 built Jul 1915. To MN&S 13 Aug 1918.

14 RE70B11 built Aug 1915. To MN&S 14 Aug 1918.

G.E. Gas-electric Locomotives:

100 built Jun 1913. Underframe and body built in Erie, Penn. Wason trucks. Received 7/4/13. Sold 1917 to Central Warehouse Company, St.Paul. Remaining history is well-known.

101 G.E.-Wason built Jun 1915. Sold Nov 1916 to SP Ry./Pacific Electric Ry. 2nd1501. Scrapped Sep 1944.

102 G.E.-Wason built Jun 1915. Sold Nov 1916 to SP Ry./Visalia Electric RR 402. Re-sold Aug 1918 or Nov 1919 to Pacific Electric Ry. 1502. Scrapped Sep 1944.

103 G.E.-Wason built Jul 1915. Sold Nov 1916 to SP Ry./Visalia Electric RR 401. Scrapped 1951.